

STAFF REPORT FOR THE CLARKSBURG TOWN CENTER

TABLE OF CONTENTS

PAGE

<u>STAFF RECOMMENDATIONS</u>	1
<u>PROJECT DESCRIPTION AND SUMMARY OF ISSUES</u>	6
PROJECT DESCRIPTION	6
SUMMARY OF ISSUES	8
1. Conformance with the Clarksburg Master Plan Including Staging Elements	9
2. Environmental Issues	9
3. Transportation Improvements	9
4. Combined Kings Pond Park and Elementary School Feature	9
5. Historic Preservation	10
6. Design Standards for Streets and Roads	10
<u>ILLUSTRATIONS</u>	11
<u>FINDINGS</u>	22
FINDING #1 - MEETS PURPOSES AND REQUIREMENTS OF THE RMX-2 ZONE	22
FINDING #2 - CONFORMS TO THE CLARKSBURG MASTER PLAN	24
FINDING #3 - COMPATIBILITY WITH THE NEIGHBORHOOD	27
FINDING #4 - EACH STAGE WILL NOT OVERBURDEN THE EXISTING OR PROPOSED PUBLIC SERVICES	28
FINDING #5 - MORE EFFICIENT AND DESIRABLE THAN THE STANDARD METHOD OF DEVELOPMENT	32
FINDING #6 - IT WOULD INCLUDE MODERATELY PRICED DWELLING UNITS	34
<u>APPENDIX</u>	35

STAFF RECOMMENDATIONS

The staff recommends APPROVAL of Project Plan No. 9-94004 subject to the following conditions:

1. Development Ceiling

The project plan for the Clarksburg Town Center is limited to 1300 dwelling units, 150,000 square feet of retail space, and 100,000 square feet of office space to be constructed in the following staging plan:

- a. Stage 1 - 950 Units
- b. Stage 2 - 155 Units
- c. Stage 3 - 295 Units
- 90,000 Square Feet of Retail
- d. Stage 4 - 60,000 Square Feet of Retail
- 75,000 Square Feet of Office
- e. Stage 5 - 25,000 Square Feet of Office

The public building areas (i.e., elementary school, park buildings, and library) are not included in the calculations.

2. Transportation Improvements

The following road improvements, at each stage of development, are needed to provide enough capacity to serve the proposed development:

- a. Stage 1 - Reconstruction of the southbound right turn lane along MD 355 at MD 121 to provide a "free flowing" movement
- b. Stage 2 - Construct an eastbound left turn lane along MD 121 at MD 355
- Construct a westbound left turn lane along MD 121 at MD 355
- c. Stage 4 - Construct a northbound right turn lane along MD 355 at Stringtown Road
- d. Stage 5 - Restripe eastbound Cornus Road to provide exclusive left turn lane at MD 355
- e. Participate in the Gateway I-270 Office Park Road improvement - widening MD 121 to four lanes between I-270 northbound off-ramp - Stage to be decided as part of the approval of the preliminary plan

The transportation memorandum in the appendix includes additional discussion on these required transportation improvements.

3. Dedication and Construction of A-305 (Mid-County Highway)

A-305 (Mid-County Highway) must be dedicated to a right-of-way of 80 feet and constructed as a two lane arterial to replace Piedmont Road. Construction will not be necessary until construction of single family detached units within the existing right-of-way for Piedmont Road has started.

4. Dedication and Construction of A-260 (Stringtown Road)

A-260 (Stringtown Road) must be dedicated to a right-of-way of 120 feet and constructed as a four lane, divided arterial road as part of a participation agreement with MCDOT. If this agreement does not occur before the necessary access points to the commercial area or part of the residential area from A-260 are needed, then improvements to existing Stringtown Road must be completed to increase safety as required by MCDOT.

5. Environmental Improvements Before Approval of the Preliminary Plan

Submit for review before the Planning Board hearing on the preliminary plan the following:

- a. Improved plans for stormwater management (SWM) and grading in the commercial area that reduce stream buffer encroachment. As part of this, submit an alternate plan for review that shows all road grading, SWM and associated grading entirely outside the stream buffer, to evaluate the impacts on site design and SWM effectiveness. Also submit calculations for the proposed in-stream dry pond on the commercial side showing the frequency and extent of inundation in the ponding area.
- b. Plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted.
- c. A staging plan for SWM with the extent of each proposed phase of development and the order in which they will be built.
- d. A preliminary forest conservation plan reflecting the revised layout. At the first site plan review, the applicant should present reforestation/afforestation plans for the whole site and plant as much as possible during the first construction phase to meet a Special Protection Area recommendation for quickly establishing forest.

STAFF REPORT

PROJECT PLAN NO. 9-94004

CLARKSBURG TOWN CENTER

March 22, 1995

6. Environmental Improvements

- a. Move these stormwater management facilities, and any associated grading that cannot be reforested, outside the stream buffer. Make every effort to reduce or eliminate all grading from buffer:

Commercial side - Sand Filters #3, #4 and #7 (near top of Town Square tributary); Clean Water #2 (next to grocery store site); Sand Filter #6 (near Town Center's dry pond); Move at least the pond forebay outside of buffer, since it cannot be forested.

Residential side - Sand Filters #8, #9 and #10 (Note: #10 is located in existing trees - move all grading outside of buffer); Move dry pond and grading out of buffer.

- b. Any wetland creation areas should be designed to be forested.
- c. Provide an area for stormwater management for the school site in the Preliminary Plan.
- d. Maintain an undisturbed stream buffer of at least 125 feet along the Greenway Road and make graded slopes less than 25%. Further reduce or eliminate grading/disturbance in stream buffer for Greenway Road as much as possible.

7. Park/School

The proposed layout of the park/school site is presently not acceptable. Before approval of the site plan, additional setback of the road next to the park must be provided to meet the requirements of the Montgomery County Public Schools. A replacement for any loss of land or facilities must also be provided in accordance with the requirements of the Parks Department.

8. Historic Preservation

Incorporate the following items into the project plan before review of the site plan:

- a. Locate the public right-of-way for A-260 (Stringtown Road) outside the existing boundaries of the Clarksburg Historic District.
- b. Minimize the width of both the right-of-way and paving (50 feet of ROW and 26 feet of paving, subject to approval by MCDOT) for Redgrave Place located within the Historic District.

- c. Provide access easements to future public sewer at the intersections of A-260 (Stringtown Road) and Redgrave Place with MD 355 (Old Frederick Road).
- d. Provide a small open space/memorial park along the northern edge of the greenway next to Redgrave Place with an interpretive element for the family of John Clark that incorporates the existing grave markers
- e. Construct Redgrave Place to MD 355 within the Historic District prior to completion of Stage 3. Share expenses for relocating an existing house within the Historic District, and increase the size of the existing commercial lot as part of a participation agreement with the existing commercial landowner.

9. Compatibility with Existing Church and Adjacent Residences Within the Historic District

Increase the setback of the proposed public street located next to the church within the Historic District to 30 feet and provide screening for the existing cemetery. Relocate the lot away from the existing church, and maintain the area as open space to provide a potential linkage to the church. The size of lots and setbacks of the proposed development must match, approximately, the standards of the existing houses along the southeastern boundary of the site within the Historic District.

10. Revise the Layout of Streets

Incorporate the following items into the site plans for each stage of development:

- a. Improvements to the Town Square - Increase the size of the Town Square to reduce conflicts with east/west traffic and to improve pedestrian access.
- b. Relocate A-260 (Stringtown Road) to reduce the impact on adjacent residences. Reduce the number of access streets to A-260 from the area of single family detached units to meet the design standards for arterial roads.
- c. Eliminate the access to the proposed elementary school from MD 121 and provide access from Greenway Road.
- d. Revise the access to A-305 (Mid-County Highway) to allow a direct connection from Burnt Hill Road to Greenway Road, and improve the access to the single family detached units.
- e. Increase the intersection spacing near the Hilltop Recreation Area.

The present street system shown in the project plan requires waivers of existing standards. The applicant and staff have met with MCDOT to discuss the waivers. All waivers must receive final approval from MCDOT before approval of the site plan.

11. Staging of Amenities

All amenities shown within each stage of development must be completed within that stage of development. The design for the greenway, and the concept for the school/park and other large play fields, must be completed before approval of the first site plan. Construction of the amenities within the greenway must be completed before completion of Stage 3.

13. Landscaping

The following items must be incorporated into the site plans:

- a. Street trees, high quality street lights, sidewalk paving types, and street furniture as part of a plan for streetscape of roads and civic spaces.
- b. Increased landscaping in the commercial parking area.
- c. Landscaping for the buffer areas adjacent to all arterial roads.
- d. Screening for the existing homes within the Historic District.
- e. Landscaping for all stormwater management areas.

14. Maintenance

Maintenance of the private recreation areas, stormwater management facilities, civic spaces, and other amenities on private land must be maintained by the entire development. Submit before approval of the first building permit, a maintenance document that establishes an overall organization including all landowners that establishes responsibility for maintenance of these facilities.

As part of the review of the project plan, the staff recommends approval of two waivers. The first waiver allows use of closed section streets (curb and gutter) in special protection areas. Staff recommends approval of the closed section streets because the high density of the development and the mix of commercial and residential uses are not appropriate for the use of open section streets. The project plan includes special stormwater infiltration measures for the streets instead of the use of open section streets. The Clarksburg Master Plan also anticipated the use of closed section streets in the town center area. Waivers to utilize some on-street parking to reduce off-street parking are encouraged subject to review by MCDOT.

The staff also recommends approval of the reduced setbacks along the streets and boundary lines as permitted in the Zoning Ordinance if designated in a master plan. These reduced setbacks will allow buildings to be oriented to streets to encourage the use of sidewalks and generally improve the pedestrian environment. The Clarksburg Master Plan also anticipated the reduction in setbacks to foster the creation of a pedestrian oriented town.

PROJECT DESCRIPTION AND SUMMARY OF ISSUES

This section of the report provides a brief description of the project plan for the Clarksburg Town Center and a summary of the major issues. The third section of this report, **FINDINGS**, provides a more detailed analysis of the project and a discussion of the findings.

PROJECT DESCRIPTION

1. Application

The Clarksburg Town Center is an application for the optional method of development in the RMX-2 Zone. The Clarksburg Town Center Venture filed a complete application on December 6, 1994. This application is the first project plan submitted since the adoption of the Clarksburg Master Plan. It represents one of the largest parcels within the area designated as the Town Center in the Master Plan. Review of this project will help in setting the standards for future development in this key area.

Following the guidelines in the master plan, this application fosters the creation of a transit and pedestrian oriented town surrounded by open space. It includes a range of housing opportunities, retail shops, a grocery store, restaurants, personal services, and offices as follows:

1300 dwelling units

150,000 square feet of retail space

100,000 square feet of office space.

A large variety of open spaces are also provided. This project plan also includes a concentration of civic spaces, and opportunities for a post office, library, elementary school, and a community center that could become a focus of community life in this portion of the future Town Center of Clarksburg.

2. Site Conditions

The site is located approximately 1/2 mile from I-270 near the intersection of MD 355 (Frederick Road) and MD 121 in the Clarksburg Planning Area. The site has a total of approximately 267.50 acres of land including 70.20 acres of land in the RDT Zone and 197.30 acres in the RMX-2 Zone. The site is actively farmed as corn and soybean cropland. The terrain is moderately sloping. Elevations range from approximately 570 feet to 716 feet above sea level.

The site is located in the headwaters of the Little Seneca Creek and Little Bennett Creek watersheds. A main stream and two tributaries are located within the land in the RMX-2 Zone. A small stream is also located on the land in the RDT Zone. Approximately 8 acres of land include nontidal wetlands. The floodplain for these streams varies in width from 30 feet in the upper reaches to 300 feet at the confluence of the main stream and the tributaries. The forest land is located along the streams and primarily within the floodplain areas.

3. Surrounding Land Uses

Existing homes and vacant land in the R-200 and RMX-2 Zones located across A-260 (Stringtown Road) form the southeastern boundary of the site. Existing homes and land in the RDT Zone located across the future A-305 (Mid-County Highway) form the northeastern boundary of the site. Existing homes and vacant land in the RMX-2 Zone located across A-27 (Clarksburg Road) form the northwestern boundary of the site. Kings Pond Local Park is also located on the northwestern boundary of the site. The existing Clarksburg Historic District forms the southwestern boundary of the site.

4. Proposed Amenities and Facilities

The RMX-2 Zone contains a standard and optional method of development. Under the standard method of development projects must comply with the requirements in the R-200 Zone (maximum of 2.44 dwelling units per acre or 481 dwelling units). Office and retail uses are not permitted under the standard method of development.

The project plan for the Clarksburg Town Center is an application for the optional method of development in the RMX-2 Zone. Under the optional method, general commercial uses and higher density residential uses are allowed provided they meet the guidelines in an approved and adopted master plan, and public amenities and facilities are also included. This application includes the following amenities and facilities to support the mixture of uses and the increased densities of development proposed in the project plan.

Amenity Areas:

- Town Square
- Land dedicated for future civic building (i.e., meeting rooms, and library)
- Streetscape system for main street, framework streets, and all other streets (street trees, lighting, special paving, and street furniture)
- Neighborhood squares and formal green areas (4)
- Greenway dedicated for park use
- Greenway roadways
- Specialty planting areas along greenway roads
- Park/school site (dedication for future elementary school)
- Large private recreation area for major fields
- Land for expansion of areas next to the historic district
- Green areas and buffer next to the existing Historic District
- Green areas and setback areas located along A-305 (Mid-County Highway), A-260 (Stringtown Road), and A-27 (Clarksburg Road)
- Pond area

Recreational Facilities:

- Tot lots (4)
- Multi-age playgrounds (6)
- Picnic/sitting areas (5)
- Tennis courts (3)
- Bikeway system
- Greenway pathway and bicycle path (Class I)
- Nature trail
- Natural area near the pond
- Swimming pools (2)
- Wading pools (2)
- Indoor fitness facility

The recreational facilities meet the requirements of the Recreation Guidelines.

A separate discussion of the roads will be provided in the FINDINGS section of this report.

SUMMARY OF ISSUES

The following items summarize the issues in connection with the staff recommendations on the Clarksburg Town Center. This discussion highlights some issues that occurred during the review of this project plan. A more detailed discussion of the issues is located in the FINDINGS section of this staff report.



View of Town Square

CLARKSBURG TOWN CENTER

Exhibit 10

FINDINGS

FINDING #1 - MEETS PURPOSES AND REQUIREMENTS OF THE RMX-2 ZONE

1. Conformance with the Purposes

A finding is required to establish that the project plan will comply with the purposes described in the applicable zone. Staff finds that the project meets all the purposes of the RMX-2 Zone as described in the following paragraphs:

- a. "To accommodate mixed use development comprised of planned retail centers and residential uses at appropriate locations in the County."

This development contains a retail center in the location and intensity shown in the recent master plan. The residential uses and intensity are also in accordance with the Clarksburg Master Plan and Hyattstown Special Study Area.

- b. "To provide public facilities and amenities to support the mixture of uses at the increased densities of development."

This development would provide public facilities and amenities in accordance with the guidelines in the recent Master Plan. These amenities include as a minimum a town square, streetscape system, neighborhood squares, greenway dedicated for park use, park/school site, green areas, pond area, and recreation features for a variety of age groups.

2. Conformance with Development Standards

The project plan for the Clarksburg Town Center is in conformance with the development standards of the RMX-2 Zone. The development standards are found both in the Zoning Ordinance and the Clarksburg Master Plan. The following chart describes the conformance of the project plan with the development standards required for the optional method of development.

1. Conformance with the Clarksburg Master Plan Including Staging Elements

The proposed development conforms to the guidelines in the Master Plan for the Town Center. The proposed mix of uses, densities, and the public facilities and amenities implement the policies described in the master plan. The Clarksburg Town Center is in the Stage 2 Area designated in the Master Plan. The staff recommends that the project plan proceed to the public hearing before implementation of the "trigger events" described in the Master Plan. However, the hearing on the preliminary plan would be dependent on the "trigger events" being met. The staging element of the Master Plan is discussed later in the staff report.

2. Environmental Issues

The staff has carefully reviewed the project plan with respect to the high expectations for minimizing the impact on the natural environment. An innovative system of measures that is designed to reduce the impact on the natural environment is proposed in this plan. These measures include greater setbacks from the streams and tributaries than normally required, redundancy of stormwater management systems, an emphasis on infiltration of stormwater, and an extensive afforestation and landscaping plan. These efforts have been accomplished without reducing the densities and intensities of land uses identified in the master plan. Additional recommendations for the area next to the commercial spaces are included in the staff report.

3. Transportation Improvements

Several transportation improvements are proposed by the applicant to satisfy the requirements of local area review. The remaining issues include the need to construct a portion of A-305 (Mid-County Highway), a portion of A-260 (Stringtown Road) with participation from Montgomery County, and additional improvements to A-121 (Clarksburg Road) near the intersection of I-270. These issues are discussed in more detail in the FINDINGS section of the report. This project plan assumes the completion of four lanes of MD 121 over I-270 by the Maryland State Highway Administration, and improvements to MD 121 as part of the development of Gateway I-270.

4. Combined Kings Pond Park and Elementary School Feature

The proposed park/school site is a creative response to the needs of the future residents of Clarksburg. The layout needs modifications to be approved by the Montgomery County School Board and the Parks Department before review of the first site plan. Additional setback is needed for the proposed access road to provide sufficient space for the elementary school. The setback from the existing power lines and pond must be maximized to meet the requirements of the public schools. The land area and number of facilities of the existing

Kings Pond Local Park must not be reduced. The parcel located west of A-305 (Mid-County Highway) should be considered to provide more regional needs for major play fields.

5. Historic Preservation

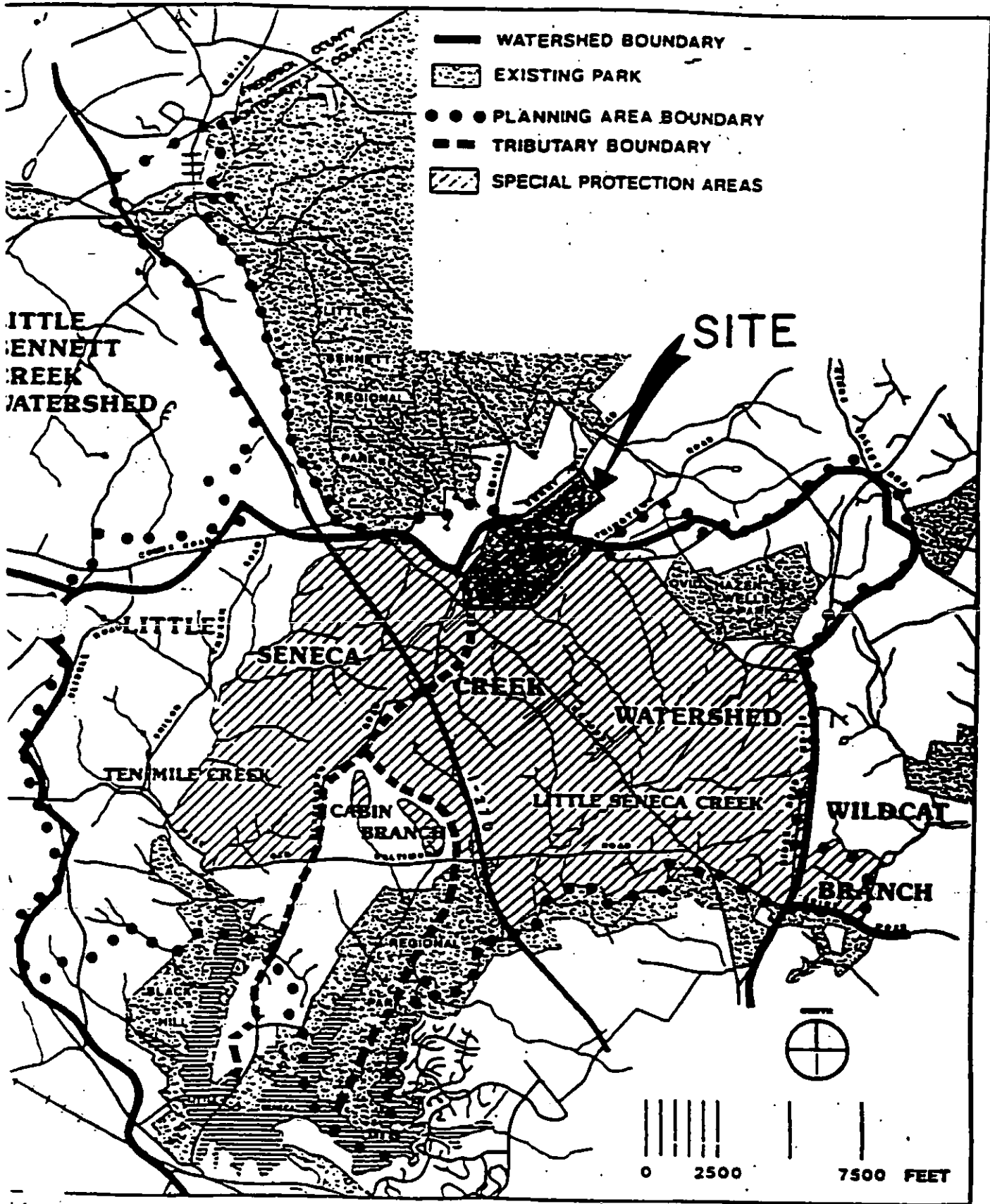
The extension of Redgrave Place through the Historic District is part of Phase 3 of the development. The proposed right-of-way and paving must be minimized to reduce the impact on the Historic District. The extension is the responsibility of the applicant. An existing house must be relocated within the district as part of a participation project with the owner. The existing parcel within the district must be extended by the applicant into the area of the project plan. A relocation of A-260 (Stringtown Road), and access to public sewer must also be provided.

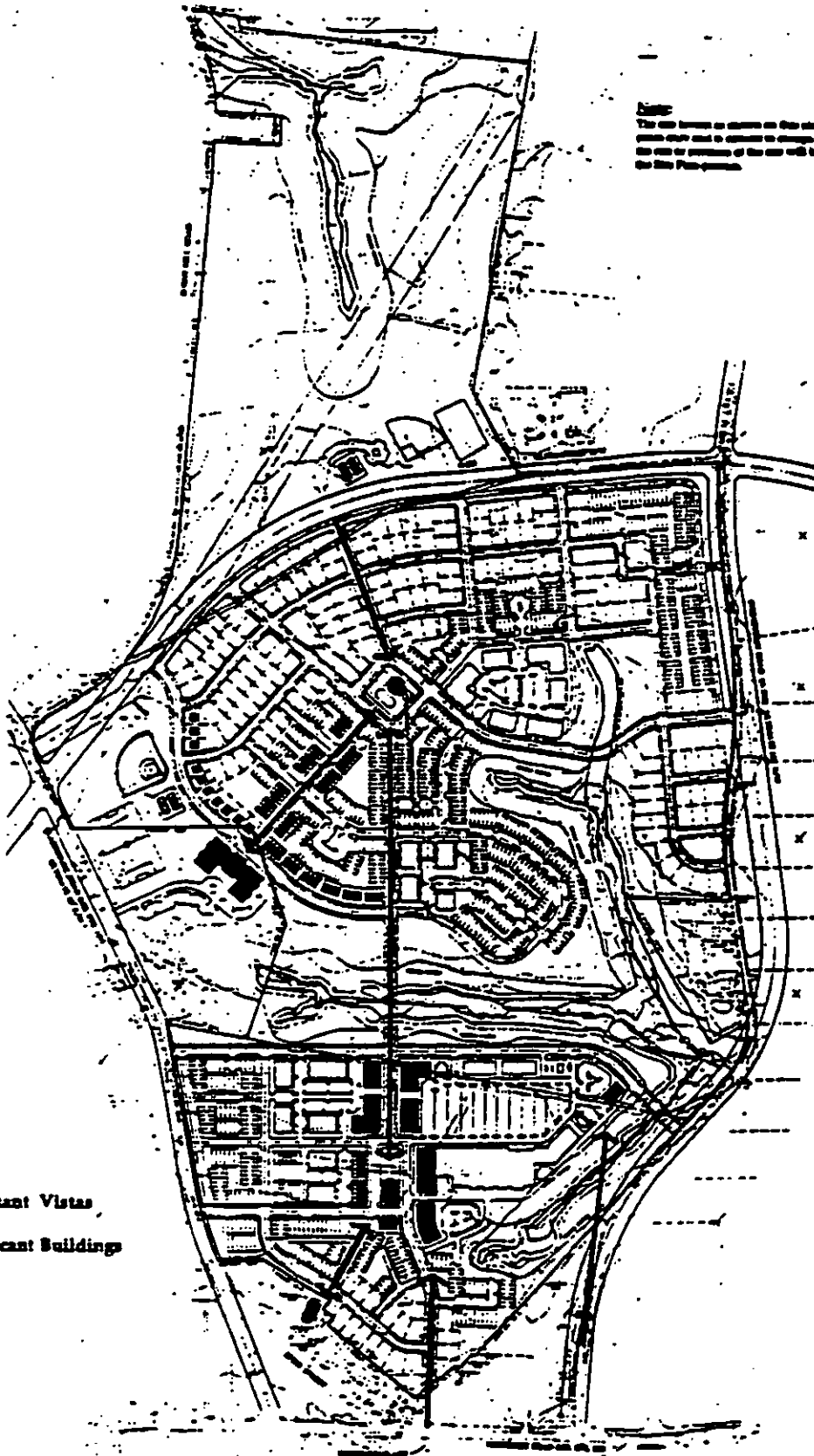
6. Design Standards for Streets and Roads

The proposed project plan requires waivers of existing standards for roadways in Montgomery County. These waivers are presently being reviewed by the Montgomery County Department of Transportation. Approval of the waivers will accommodate on-street parking. Approval will also allow improvements to the streetscape such as additional street trees, reduction of corner radii, and special street lights. Although these waivers provide a substantial improvement to the pedestrian environment, the project plan is not dependent on approval of these waivers.

ILLUSTRATIONS

1. Vicinity Map
2. Illustrative Building Plan
3. Framework Street Plan
4. Pedestrian Framework Plan
5. Recreation and Amenities Plan
6. Landscape Concept Plan
7. Town Square Plan Enlargement
8. Main Street/Hilltop District Plan Enlargements
9. Site Furnishings
10. View of Town Square





The site plan is shown in this plan in the center of the plan. The site plan is shown in this plan in the center of the plan. The site plan is shown in this plan in the center of the plan.

Legend



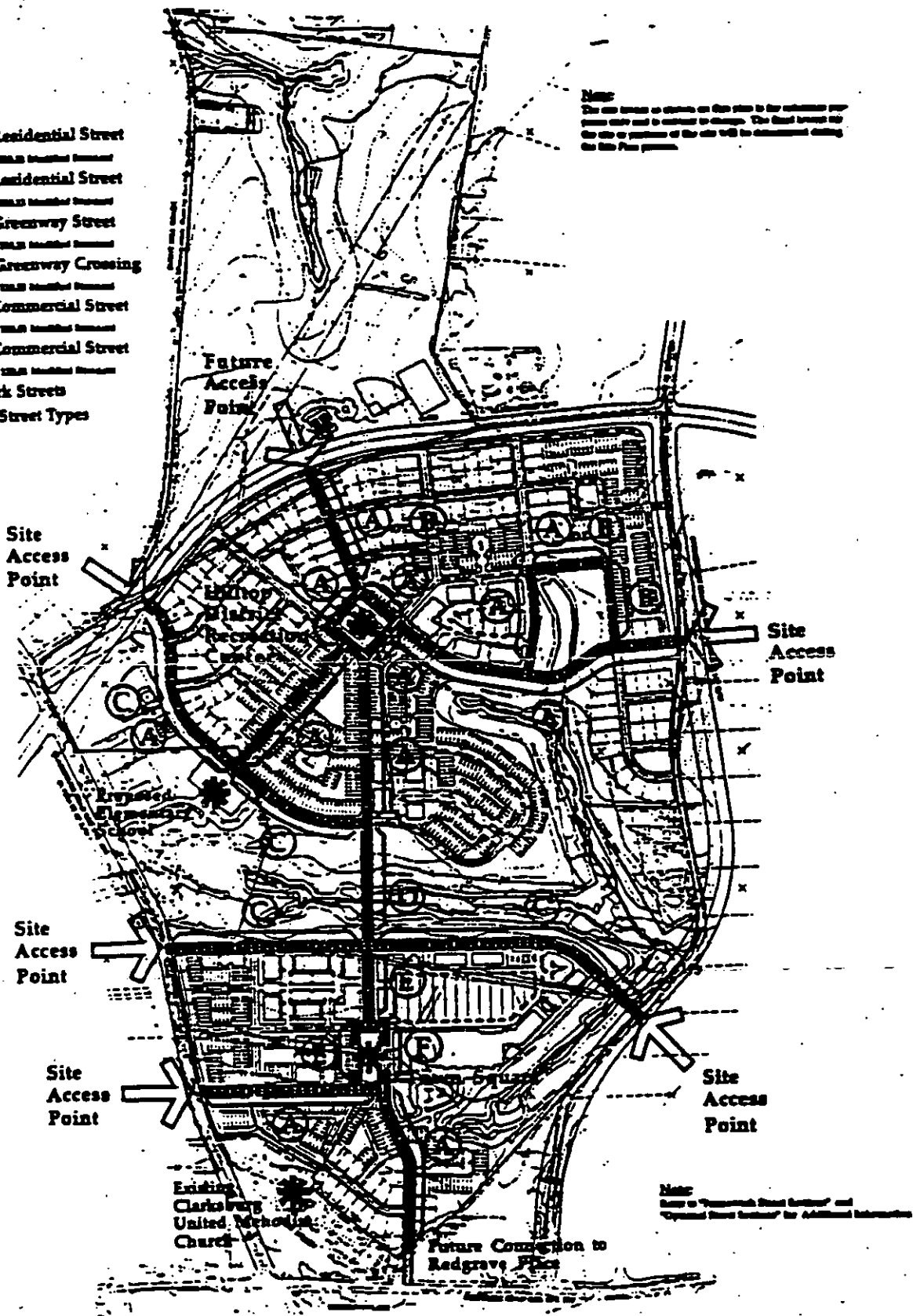
-  Important Vistas
-  Significant Buildings

Exhibit 17
Illustrative Building Plan

Legend:

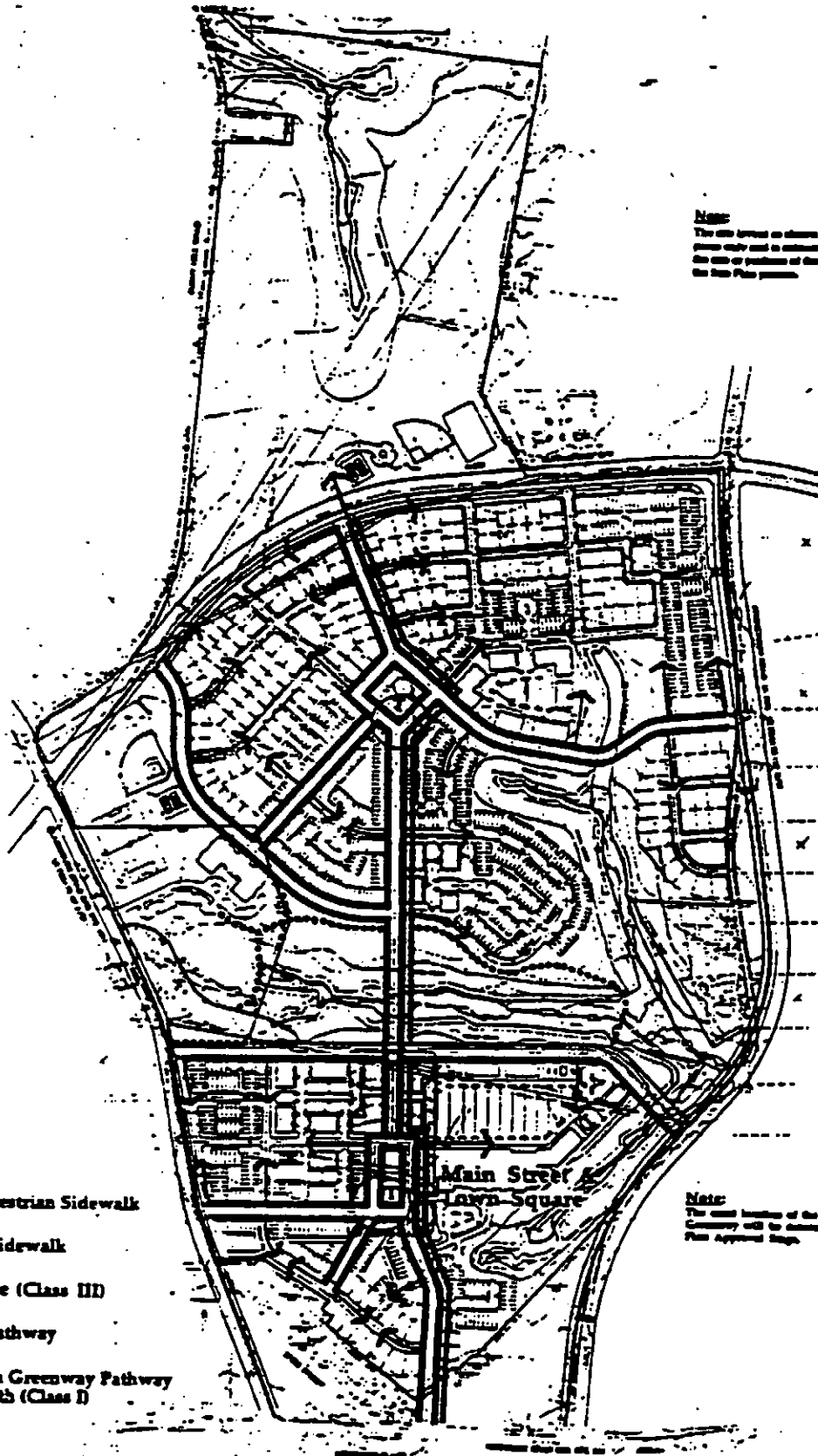
- (A) Type A - Residential Street
OF R.O.W., MC SHALL BE MAINTAINED
- (B) Type B - Residential Street
OF R.O.W., MC SHALL BE MAINTAINED
- (C) Type C - Greenway Street
OF R.O.W., MC SHALL BE MAINTAINED
- (D) Type D - Greenway Crossing
OF R.O.W., MC SHALL BE MAINTAINED
- (E) Type E - Commercial Street
OF R.O.W., MC SHALL BE MAINTAINED
- (F) Type E - Commercial Street
OF R.O.W., MC SHALL BE MAINTAINED
- [Solid Line] Framework Streets
- [Dashed Line] Optional Street Types

Note:
The site owner is expected to provide the necessary easements and to construct to design. The final layout of the site or portions of the site will be determined during the Site Plan process.










Note:
Refer to "Transportation Street Section" and "Optional Street Section" for Additional Information

Exhibit 12
Framework Street Plan



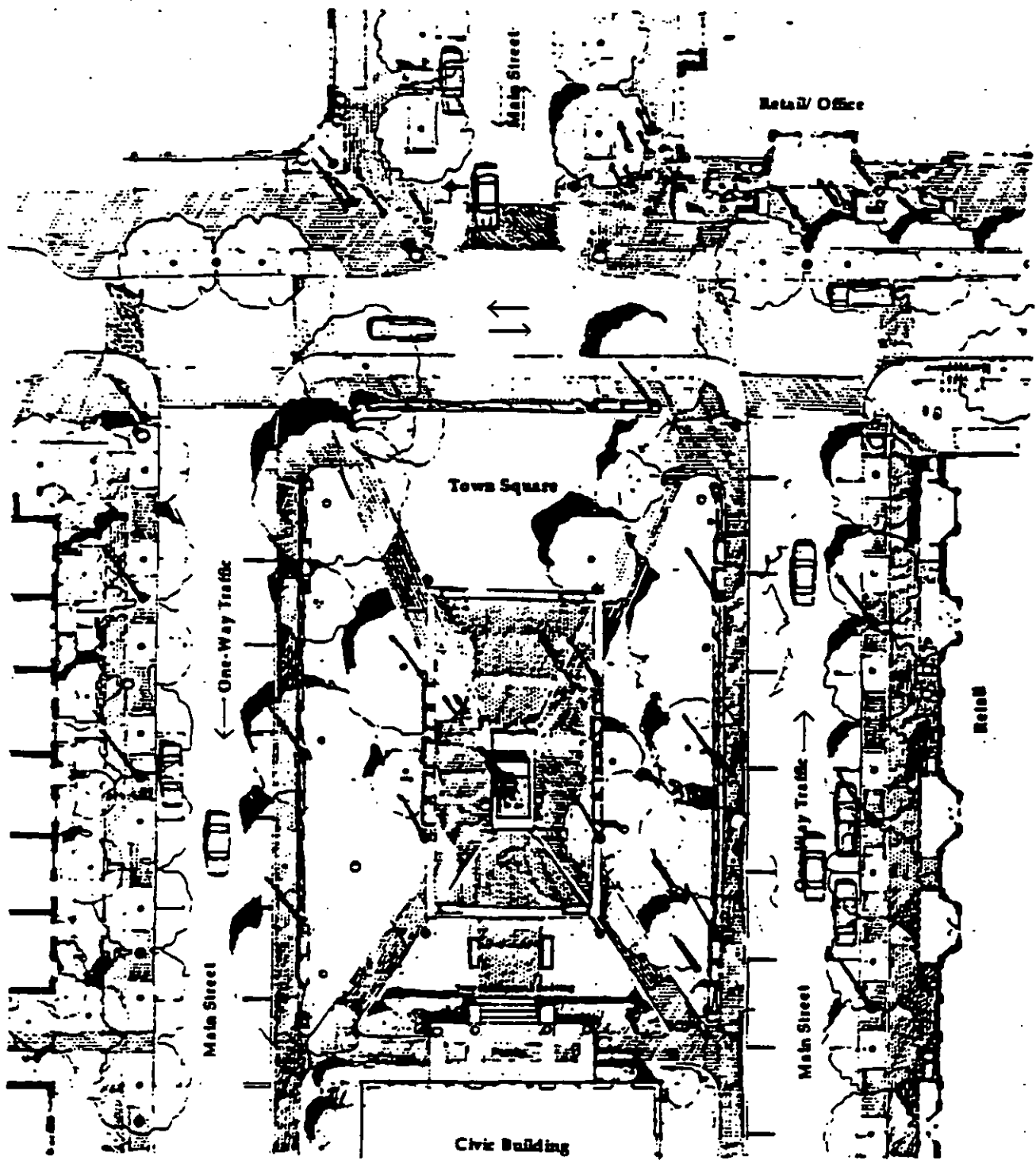
Note:
The site shown on this plan is for reference purposes only and is subject to change. The final location of the site or portions of the site will be determined during the Plan Approval stage.

Legend

-  Primary Pedestrian Sidewalk
-  Secondary Sidewalk
-  Bicycle Route (Class III)
-  Greenway Pathway
-  Combination Greenway Pathway & Bicycle Path (Class I)
-  Transit Stop
-  Master Planned Bicycle Route

Note:
The exact location of the Pathway within the Greenway will be determined during the Plan Approval stage.

**Exhibit 13
Pedestrian Framework Plan**



Legend

- Traditional Stop Light
- Traffic Ramp
- ||| One-Way Traffic
- Street
- Special Parking
- Fence
- ← Traffic Direction

Note:
This plan is for illustrative purposes only and is
subject to change

Exhibit 21

Town Square Plan Enlargement

CLARKSBURG TOWN CENTER
MONTGOMERY COUNTY, MARYLAND

Greenway Plantings

Intensively planted plantings along green ways
enhanced with existing trees on site. Tree
groupings will provide desired screen to protect
interior streets, narrow driveway spaces and to add
to the attractiveness and other value of developed
sites.

Suggested Tree Species

Yale Yew, Hackberry, Ashleaf, Virginia
Cedar, Birch, Sycamore, Pines, etc. Black
Oak, American Elm, etc.

Linear Streets

Main St. and other linear streets

The linear streets along the boundaries of the Town
and around the central area plantings that enhance
the site. We are suggesting that these streets be planted
with large shade trees at regular intervals varying from
every 25' to the maximum one to 30' in mature
street residential areas. In 40' to 50' in low-density
residential areas. Species are chosen for good
performance in urban conditions.

Suggested Tree Species

London Plane Tree, Ash, Willow Oak,
Sycamore Oak, Honeylocust, Zebra Elm, etc.

Curvilinear Streets

Species growing in the Greenway are primarily
developed in large and are planted with a mix of
deciduous shade trees, flowering trees and
conifers in selected greenways. Species chosen
for their typical of the urban valley on
residential.

Suggested Tree Species

Red Maple, Yew, Dogwood, Sycamore,
White Pine

Civic and Neighborhood Squares, Recreation Areas and Development Entries

Landscape will emphasize the character of
different street plantings, but plant material will
have a strong seasonal character that will
distinguish each square. Each area will have a
combination of large shade trees, tree types of
smaller ornamental trees and shrubs creating the
desired seasonal character.

Suggested Plant Species

- ① Town Square (Shell and Water Reservoir)
Sugar Maple large shade tree
Weeping Redwood, Sycamore,
smaller ornamental trees
Yew Bush
- ② Neighborhood Recreation Center (Greenhouse)
London Plane Tree large shade tree
Pineapple and Crapevine small
ornamental tree
Hedge Row
- ③ Neighborhood Square, Play Area,
Development Square
Tree and shrubs of ornamental interest
similar to above.

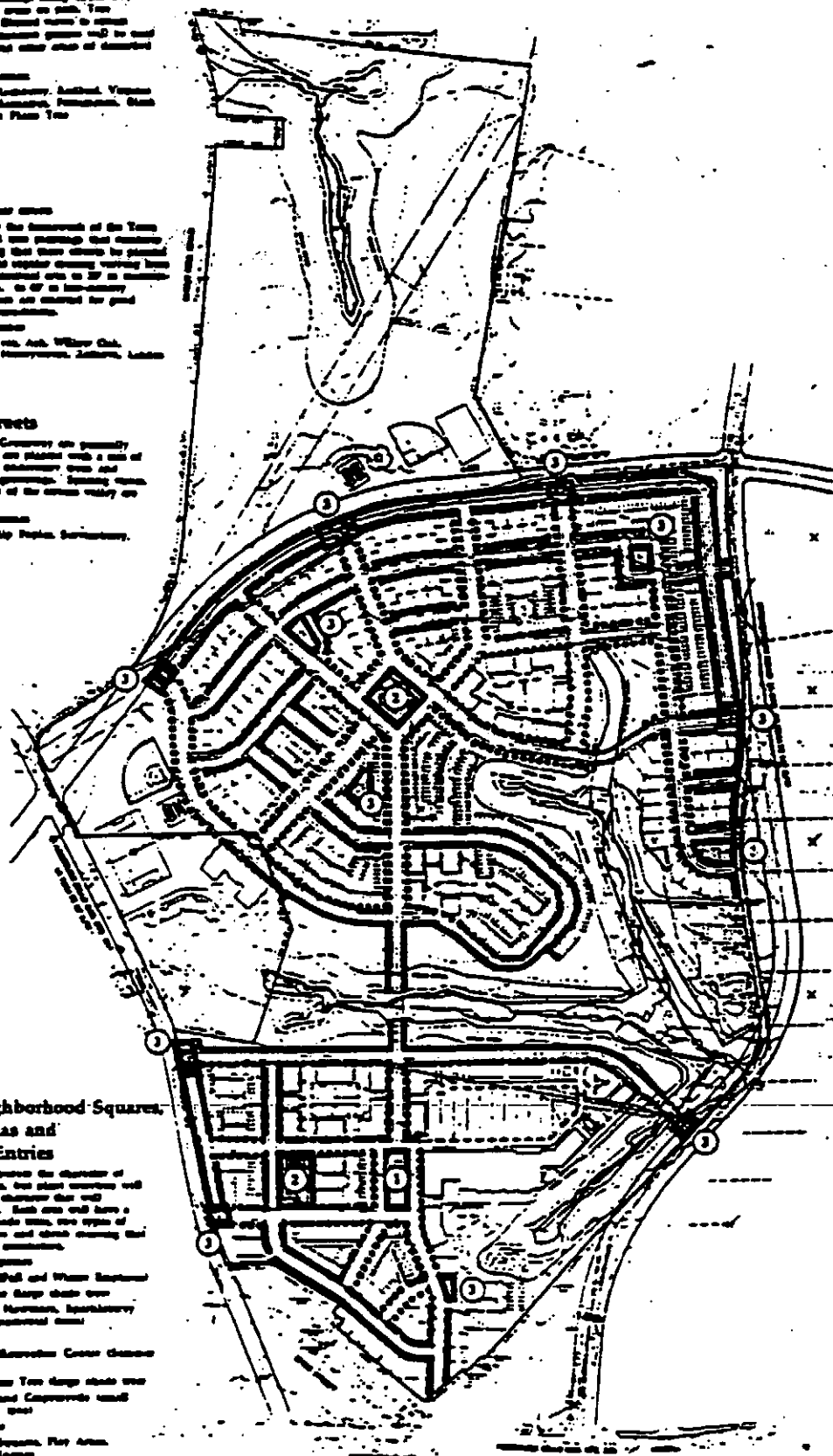
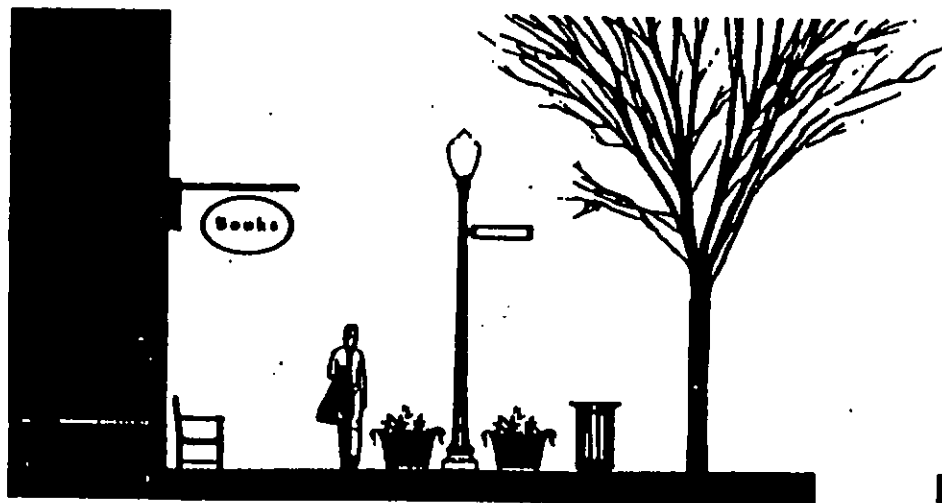


Exhibit 20

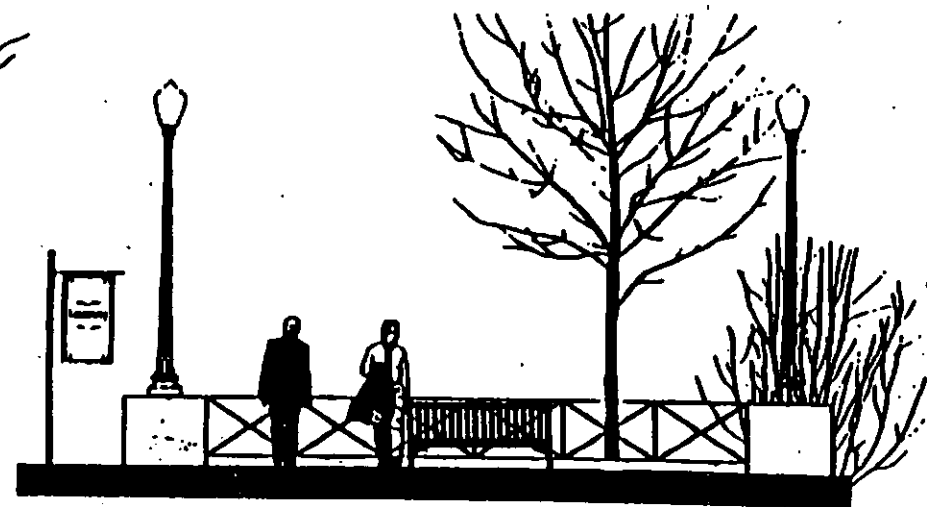
Landscape Concept Plan



Signage
Seating

Tree
Traditional Light Fixture
Trash Receptacle

Town Square Site Furnishings



Signage
Traditional Light Fixture

Seating

Greenway Site Furnishings

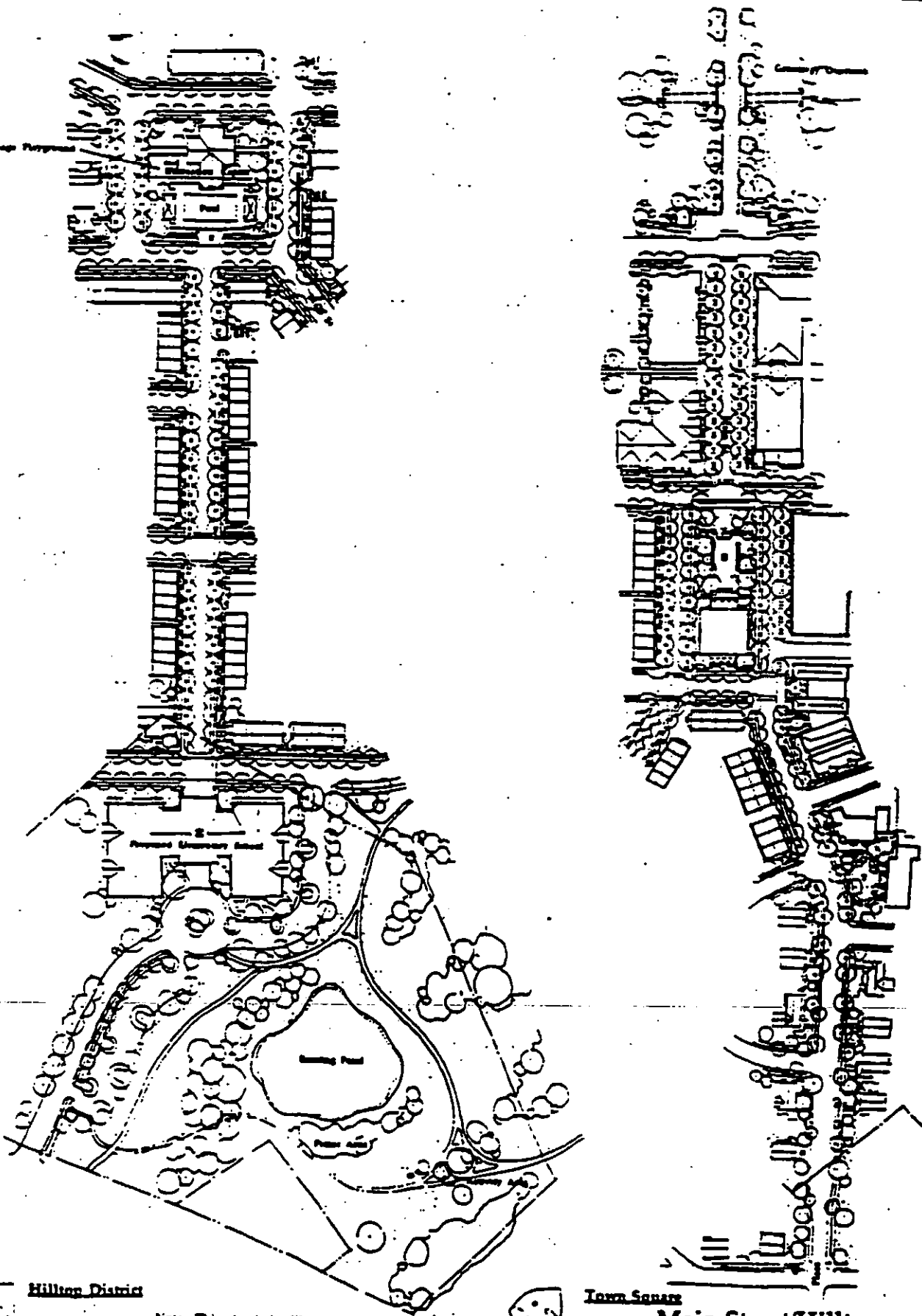
Note: This plan is for illustrative purposes only and is subject to change.

**Exhibit 24
Site Furnishings**

Scale: 1/4" = 1'-0"

CLARKSBURG TOWN CENTER
MONTGOMERY COUNTY, MARYLAND

Malaga Playground



Hilltop District

Note: This plan is for illustrative purposes only and is subject to change.

Town Square

Main Street/Hilltop
District Plan Enlargements
Exhibit 22

CLARKSBURG TOWN CENTER
MONTGOMERY COUNTY, MARYLAND

DATA SUMMARY: CLARKSBURG TOWN CENTER

Items	Permitted/Required	Provided
Lot Area	NA	197.30 acres (RDX-2 area) 70.20 acres (RDT area) 267.50 acres total
Minimum Green Area or Outside Amenity Area		
1. Within Commercial Area	15% (2.19 ac.)	21% (3.06 ac.)
2. Within Residential Area	50% (91.35 ac.)	60% (110.39 ac.)
Density of Development Shown in the Master Plan		
1. Retail	150,000 sq.ft.	150,000 sq.ft.
2. Office	770,000 sq.ft.	100,000 sq.ft.
3. Civic Use (not including elementary school)	NA	24,000 sq.ft.
4. Residential	1380 du (5-7 du/ac)	1300 du (6.6 du/ac)
MPDU's	12.5%	12.5%
Maximum Gross Leasable (Non-Residential) Floor Area	600,000 sq.ft.(0.5 FAR)	250,000 sq.ft.(0.39 FAR)
Setbacks		
1. From One-Family Zoning		
- Commercial Bldgs.	100 ft.	300 ft. min
- Residential Bldgs.	50 ft.	50 ft. min.
2. From Any Street*		
- Commercial Bldgs.	NA	0 ft. min.
- Residential Bldgs.	NA	10 ft. min.
Building Height	4 stories	4 stories (50 ft.) commercial 3 stories (45 ft.) residential
Parking Spaces	3150	3150

Notes: * No minimum setback is required if in accordance with an approved master plan.

The setback of residential buildings next to the Clarksburg Historic District must be modified to have a minimum setback of 50 feet.

FINDING #2 - CONFORMS TO THE CLARKSBURG MASTER PLAN

The staff of the Planning Department finds that the project plan conforms to the guidelines in the Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area.

The Clarksburg Master Plan developed high expectations for building a complete community in the town center area. The applicant was an active participant in the process of developing the master plan. Because of this participation, this project plan for the Clarksburg Town Center demonstrates a remarkable commitment and an important first step to building a complete community. The project plan includes a large variety of open spaces, creative street design, preservation of the natural environment, a variety of housing opportunities in close proximity, civic spaces, community facilities, opportunities to accommodate future transit service, and a provision to locate commercial spaces within walking distance of residences. The following paragraphs describe in more detail how this project plan meets the requirements of the master plan.

1. Land Use Plan

The project plan conforms to the guidelines in the land use plan. The location of the major land uses including the commercial spaces, residential areas, the greenway, and the elementary school conform to the guidelines in the master plan.

The mix of dwelling units conforms to the guidelines in the master plan as summarized in the following chart:

Unit Types	Master Plan Guidelines	Proposed
1. Single family detached	10-20%	15%
2. Single family attached and townhouses	30-50%	50%
3. Multi-family	25-45%	35%

The project plan provides a strong focal point for community services. The Town Square located along Redgrave Place next to the commercial area and the higher density residential area provides an outdoor space for community activities. The town square also provides land available for a future post office, library, senior center, and meeting rooms. The combination of the outdoor space, the potential for a community building, and the proximity of residential and commercial spaces will provide a focal point for the town center.

A transit and pedestrian oriented land use pattern will be established with this project plan. Buildings are oriented to the streets. An interconnected system of streets, sidewalks, and

bikeways provide access to all land uses and accommodate future transit along the surrounding arterial roads.

The quantity and variety of open spaces and recreation features are a strength of this plan. This project plan includes the greenway as described in the master plan. It also provides a creative opportunity to link the proposed elementary school to this greenway, which provides a major amenity for the community. In addition to the guidelines in the master plan, this project plan also provides a new park on the east side of A-305 (Mid-County Highway) that provides a softball field, a soccer field, two tennis courts, and a parking area for more organized recreation.

The greenway network shown in the master plan has been reinforced and augmented in this project plan. Locating the proposed elementary school next to the greenway augments the greenway concept by providing additional recreation areas near the stream buffers and along the major bikeway.

2. Transportation and Mobility Plan

The Clarksburg Town Center conforms to the guidelines for transportation and mobility delineated in the master plan. Regional traffic will be routed to the edges of this neighborhood. A network of framework streets including Main Street (Redgrave Place) is designed to serve local traffic and to discourage through traffic. These streets are designed to reduce the speed of traffic to create a safe environment for pedestrians. Commercial development has direct access to Stringtown Road, an arterial road located on the edge of the neighborhood. The commercial development also has access from local streets within the town center such as Main Street (Redgrave Place) and a greenway road. The proposed location of the elementary school has access from a greenway road. All land uses are less than a 1/4 mile from an arterial road or the future transit station delineated in the Clarksburg Master Plan.

The bikeway system conforms to the guidelines in the Clarksburg Master Plan. The right of way for the arterial streets such as A-305 (Mid-County Highway) and A-27 (Stringtown Road) will accommodate bikeways separated from the roadway. A bikeway separated from the roadway has also been integrated into the greenway for recreational users and local, bicycle traffic. Local streets within the neighborhoods are sized to accommodate bikes on the roadway.

Sidewalks are located on both sides of all local streets. Sidewalks along all streets include, special street lighting and extensive street trees that exceed the minimum standards. Streets such as main street (Redgrave Place) have special paving and crosswalks.

Waivers from the existing standards by MCDOT are required for approval of this development. Many of these waivers were anticipated in the Master Plan and have already received preliminary approval from MCDOT. Waivers from other requirements have been reviewed by MCDOT, but they have not received approval.

3. Environmental Plan

During the review process, a creative approach to preservation of the natural environment was established. In accordance with the Master Plan, a forested buffer will be established along all streamis, existing mature trees will be preserved and augmented, and a "no net loss" of wetlands policy has been established. The environmental plan achieves the desire to preserve the natural environment and establish a transit and pedestrian oriented town without compromise to the land use plan or the environment.

4. Staging

The Clarksburg Master Plan includes a staging element. This entire property is located in Stage 2 which includes the area of the Town Center that does not drain into the Ten Mile Creek watershed. This permits the project plan to be approved for this development. The Master Plan also identifies three staging triggers which must be met to initiate construction in stage 2. These staging triggers include:

- a. Either State or County enabling legislation for development districts, or alternative infrastructure financing mechanisms are in place.
- b. County Council adopts a new water quality review process and DEP issues Executive Regulations related to this process.
- c. WSSC and the County Executive indicate that sufficient sewer treatment and conveyance capacity exists or is programmed to accommodate development and that sewer authorizations for the Germantown Town Center are not put at risk.

The enabling legislation has been created by the Council. A draft of the Executive Regulations has been prepared by DEP, but they have not been approved by the Council. These regulations primarily affect the method of monitoring water quality. The input from DEP into the layout of the development has already been provided. The staff of the Planning Department are waiting for a finding by WSSC and the Executive that sewer authorizations for the Germantown Town Center are not put at risk. Approval of a project plan does not provide authorization to proceed. Since these staging triggers do not affect the layout of land uses or the general design of the community, the staff of the Planning Department recommend that the project plan be allowed to proceed before implementation of all the

"trigger events." Final approval of the preliminary plan, however, should wait for implementation of the "trigger events."

5. Relationship of the FDA Related Amendment to the Project Plan

The Clarksburg Master Plan Amendment is underway to examine the potential to accommodate the consolidation of the labs and offices of the Federal Food and Drug Administration (FDA) west of I-270. The land use, zoning and transportation proposals, and the staging recommendations for the Town Center of Clarksburg, will not be reviewed in relation to FDA. This amendment does not affect the project plan for the Clarksburg Town Center.

FINDING #3 - COMPATIBILITY WITH THE NEIGHBORHOOD

The staff of the Planning Department finds that this project plan with conditions is compatible with existing and proposed adjacent development with modifications. The following paragraphs describe the key elements of compatibility:

1. Location, Size, and Intensity of the Development

The location, size, and intensity of development are in conformance with the guidelines in the Clarksburg Master Plan. A majority of existing development is separated from the proposed development by existing arterial roads. All existing and adjacent single family detached homes will have the same type of development on adjoining lots within the proposed development.

2. Compatibility of the Project Design

The proposed design with conditions will be compatible with the adjacent Clarksburg Historic District in a manner that is consistent with the master plan. Redgrave Place will be extended to the Historic District. Similar land uses (single family detached homes) will be located next to the Historic District. Additional setbacks are needed from the existing church and residences along Spire Street to establish compatibility. The design of this development also locates either major open spaces or houses that "front" on arterial roads.

3. Operational Characteristics

All service areas for the commercial and institutional uses are located away from existing or proposed adjacent development. The layout and design of the greenway system and the local streets allow extensions into the future developments on the adjacent parcels as established in the master plan.

4. Staging

This development will be constructed in five phases. The road improvements, parks, and community facilities will be staged to ensure there is no adverse impact at each stage. The other amenities will also be phased according to the staging plan to ensure that the future users will have adequate amenities to serve the proposed density.

FINDING #4 - WILL NOT OVERBURDEN EXISTING OR PROPOSED PUBLIC SERVICES

The staff finds that the proposed development with conditions will not overburden the existing public services, nor those programmed for availability with each stage of construction. A summary of this finding follows:

1. Traffic Impact

The proposed road improvements will be staged according to the following schedule:

Stage	Development	Road Improvements
Stage 1	950 Units	Southbound right turn lane along MD 121
Stage 2	155 Units	525 ft. left turn lane along eastbound MD 121 at MD 355
		125 ft. left turn lane along westbound MD 121 at MD 355
Stage 3	295 Units	Redgrave Place access to MD 355
	90,000 SF Retail	
Stage 4	60,000 SF Retail	325 ft. right turn lane along northbound MD 355
	75,000 SF Office	
Stage 5	25,000 SF Office	Restripe Comus Road to provide 125 ft. exclusive left turn lane

This staging of road improvements has two major assumptions. The first assumption is that the nearby project (Gateway I-270 Office Park) will improve MD 121 adjacent to the interchange with I-270. The second assumption is that the Maryland State Highway Administration will widen the existing bridge of MD 121 over I-270 as part of the improvements to I-270. Without these two assumptions, the proposed road improvements must be revised.

9-94004

The following chart from the traffic impact analysis illustrates the results of the local area review analysis that was conducted by the applicant. Six nearby intersections were used in this analysis. This chart on the next page illustrates that the proposed development with the improvements will not overburden the road network.

RESULTS OF INTERSECTION CAPACITY ANALYSIS AT COMPLETION:

Intersections		Existing Volumes	Background Volumes	Total Volumes	Increase/ Decrease
a.	MD 121 & SB I-270 Ramps	AM A/267	A/475	-	-
		PM A/401	A/440	-	-
	W/SHA Improvements	AM -	A/475	A/545	-
		PM -	A/295	A/406	-
b.	MD 121 & NB I-260 Ramps	AM E/1500	F/1689	-	-
		PM A/586	E/1581	-	-
	W/SHA Improvements & Gateway	AM A/887	A/983	-	-
		PM -	A/662	A/775	-
c.	MD 355 & Comus Road	AM C/1300	D/1421	E/1452	-
		PM A/793	A/900	A/976	-
	W/restriping of Comus Road	AM -	-	D/1416	-
		PM -	-	A/911	-
	MD 355 & MD 121	AM E/1562	F/1723	F/2017	+294
		PM C/1152	C/1272	E/1527	-
	W/SB free flowing right turns, EB & WB left turn lane	AM -	-	F/1721	-2
		PM -	-	C/1218	-
e.	MD 355 & Redgrave Place	AM A/632	A/632	B/1004	-
		PM A/722	A/732	D/1385	-
f.	MD 355 & Stringtown Rd.	AM A/797	A/822	C/1220	-
		PM A/853	A/877	F/1693	-
	W/NB right turn	AM -	-	C/1220	-
		PM -	-	D/1446	-
g.	MD 355 & Shawnee Road	AM A/832	A/842	B/1103	-
		PM A/748	A/761	B/1104	-

2. Schools

The Montgomery County Council has found that school capacity for the school year 1998 to be adequate for anticipated growth during FY95 in all high school clusters at all grade levels. In accordance with this policy, the staff finds that the proposed development will not overburden the schools in the Clarksburg area. In accordance with the future needs in the Clarksburg area, the applicant has proposed dedication of a site for a future elementary school. This site for the elementary school with the existing Kings Pond Park is proposed as a combined elementary school and local park. Montgomery County Public Schools has accepted in concept the proposed dedication if the school building can be located on part of the existing park. The Parks Department is concerned about any loss of land or facilities. Final acceptance of this park/school concept has not been achieved by the Parks Department and Montgomery County Public Schools. The staff recommends that the project plan be approved in concept as shown. Before approval of the first site plan, the final layout of the future school and park must be completed. Any major revisions will require an amendment to the project plan.

3. Water and Sewer

A 16-inch water main exists in the right-of-way of Piedmont Road along the northeastern boundary of the site. WSSC records also indicate that a 16-inch water main exists within the right-of-way of MD 355 within 200 feet of the site. These water mains will be adequate to serve the proposed development.

A sewer pump station and off-site sewer extension are required to serve this site. Request for 1995-1996 Capital Improvement has been submitted to WSSC and Montgomery County DEP. Final action by the County Council on the category change is scheduled for April 2, 1995. If approved, the sewer service should be considered adequate for the project plan. The remaining issue is the finding by DEP that the Clarksburg Town Center will not conflict with the Germantown Town Center. Since a project plan does not determine authorization or prevent other developments from proceeding, the project plan could be approved with the understanding that final authorization is dependent on the finding that the Clarksburg Town Center will not preclude development of the Germantown Town Center.

4. Recreation

The proposed development exceeds the requirements of the Recreation Guidelines established by the Planning Board for use by the staff in review of all developments in Montgomery County. Regional recreation facilities will be located across Piedmont Road as part of this development. Final acceptance by the Parks Department or a future private organization will be determined before approval of the site plan. Kings Pond Park, the greenway and the

elementary school provide the needs for larger open space and recreation areas. The remaining needs for recreation will be provided and maintained by the development.

FINDING #5 - MORE EFFICIENT AND DESIRABLE THAN THE STANDARD METHOD OF DEVELOPMENT

The staff of the Planning Department finds that the Clarksburg Town Center with the proposed conditions will be more efficient and desirable than the standard method of development.

1. The Character

The Clarksburg Town Center will have the unique character of a transit and pedestrian oriented neighborhood surrounded by open space as envisioned in the Clarksburg Master Plan. The mix of retail, office, and civic uses are located near all residences. The interconnected system of streets with sidewalks on both sides, the bikeway system, and the extensive pathway network provide a unique linkage system within the neighborhood. The preservation of green areas adjacent to the Clarksburg Historic District and along Piedmont Road surrounds the future Town Center with open space. These elements all contribute to establishing a more efficient form of development that exceeds the requirements in the standard method of development.

2. Greenway Network

In accordance with the guidelines in the master plan, this development will dedicate the greenway for park use. In addition to this minimum requirement, the applicant will provide a design before approval of the site plan that incorporates additional tree planting, an informal trail, a commemorative park area for the family of John Clark, bikeways, and other landscape features that could only be achieved through the optional method of development.

3. Streetscape System

The project plan includes a comprehensive streetscape system for all areas in the Clarksburg Town Center. These streets require a waiver of the existing set of standards including turning radii, spacing of street trees, and non-standard street lighting. A summary of the key features follows:

Main Street (Redgrave Place) - This street extends from MD 355 (Frederick Road) through the Town Square to the Hilltop District. This street includes special paving, closely spaced street trees, and special street lighting.

Framework Streets - Several framework streets are proposed as an organizing system for the entire development. Framework streets connect to the most important public spaces including the elementary school, neighborhood parks, the pond, and the greenway. These framework streets serve as the primary circulation routes into and within the site.

Frontage Roads - The proposed project plan includes a series of frontage roads. These frontage roads occur along arterial roads located at the perimeter of the site. These frontage roads allow buildings to face the adjacent properties.

Greenway Roads - These roads allow the adjacent buildings to face this important park. This allows the greenway to become a visible, central focus for the entire community. The landscaping along these roads will reinforce the formal aspects of this park while acknowledging the natural beauty of the stream valley.

Other Streets - The remaining streets in the development also include a commitment to more closely spaced street trees and special lighting. These streets are part of a more efficient and desirable set of standards that are appropriate to an optional method of development project.

4. Town Square

The Town Square is intended to serve as the focus of public life for this area of Clarksburg. This public space is located near the Historic District, the Clarksburg United Methodist Church, the greenway, the retail center, and the concentration of higher density residential uses. A site for a future civic building with a library and senior center to be constructed by Montgomery County is included. Vehicular traffic will be directed around this square through a series of one-way streets. Parallel parking will buffer the pedestrians from traffic. The Town Square should be extended north to reduce through traffic movements and improve pedestrian access.

5. Neighborhood Squares and Formal Green Areas

Four neighborhood squares or green areas provide additional open spaces within the residential sections of the development. They establish identifiable public space within these residential areas that exceeds the requirements in the standard method of development.

6. Pond Area

The small wet pond with a down stream infiltration area has been provided as a welcome additional open space area. Dwelling units will front on this pond area like the greenway and Town Square.

7. Elementary/School Park Area

Although additional work will be necessary to receive approval for this feature, this park/school concept is a creative response to meeting the needs of the community in Clarksburg. This site has the potential to provide local recreation, day care, and to create additional community space within the Town Center.

8. Recreational Facilities

The plan for recreational facilities exceeds the minimum requirements for this community. It provides for both local needs within the community and regional needs for large play fields on the edge of the community.

9. Buildings Oriented to Streets

The guidelines in the Clarksburg Master Plan suggest that buildings should be oriented to streets to improve safety and security of pedestrians. The applicant has made a major commitment to orient buildings to streets. Townhouses are designed to face streets instead of large parking areas. Multi-family dwelling units also face public streets with parking located in courtyards that are screened from the streets. Small retail shops are located along the major Town Square and along Main Street. This orientation requires a similar commitment by the public utilities to locate service in the backyard areas. It also requires waivers from the Department of Transportation to improve the provisions for on-street parking. The staff supports the street orientation of buildings.

A series of sample blocks is included as part of the project plan. These blocks indicate the design and orientation of units proposed in this development.

In conclusion, the project plan proposes a form of development that is more efficient and desirable than the standard method of development.

FINDING # 6 - IT WOULD INCLUDE MODERATELY PRICED DWELLING UNITS

This project plan includes the required number (12.5%) of moderately priced dwelling units. These units will be scattered throughout the townhouses, one-family attached and multi-family units. Each phase of development will also have 12.5% of the residential units constructed as moderately priced dwellings.

APPENDIX

1. Application
2. Transportation Memorandum
3. Environmental Memorandum

APPLICATION

Project Plan Review

For M-NCPPC Staff Use Only

Date Application Received _____

Date Application Complete _____ by _____

DRC Meeting Date _____

Hearing Date _____

PPR Deadline _____

PPR File Number _____

NR/FSD Number _____

Fee (Attach Fee Worksheet) _____

Sign Deposit _____

Fees Received By _____

I. PROJECT INFORMATION:

Name of Proposed Project Plan Clarksburg Town CenterName of Preliminary Plan Clarksburg Town Center

No. 1- _____

If previously Approved Project Plan, _____

Number _____

Date of Opinion _____

Status: _____ Void

_____ Extended to (date) _____

_____ Withdrawn

_____ Amended by this application

If no prior preliminary plan, check either:

☒ Preliminary Plan currently being reviewed☐ Lot already recorded☐ Loophole Property? (refer to MCC Bill #1-88, concerning timely APF review prior to issuance of a building permit)

If Plat recorded, M-NCPPC Plat No. _____

If special exception/Variance

Case #S- _____

or #A- _____

date adopted _____ / _____ / _____

Tax Account Number

1. 261172. 287873. 28776

4. _____

Tax Map Page Number

196

either: on _____

feet _____

of _____

Street Name

NEWS etc.

Street Name

or : SEquadrant, intersection of Frederick Roadand Stringtown Road

NEWS etc.

Street Name

Street Name

Planning Area

Clarksburg

Incorporated Municipality or Special Taxing District, if applicable _____

Is site on Locational Atlas and Index of Historic Sites? ☐ Yes ☒ NoIs site on Master Plan of Historic Preservation? ☐ Yes ☒ No



II. DATA SUMMARY TABLE:

Jez:

Gross area of Site Plan (22,000 sq. ft. min.)	267.5	ac.	11,652,300	sf
Area dedicated to Public Use	111.42	ac.	4,853,455	sf
Total net area of Project Plan	156.08	ac.	6,798,845	sf
Area by Zone: Zone 1: Residential RMX2	182.70	ac.	7,958,412	sf
Zone 2: Office/Retail RMX2	14.60	ac.	635,976	sf
Zone 3: RDT	70.20	ac.	3,057,912	sf

GROSS FLOOR AREA (Sq. Ft.)	Required/Allowed	Proposed
Retail		150,000
Office		100,000
Residential		N/A
Other		
Total	600,000 (max.)	250,000

DWELLING UNITS

Efficiency

1 Bedroom

1 room

2 bedroom

Total

470
830
1,300 *

*Final number determined at Site Plan

DENSITY

Floor Area Ratio (FAR)	.50 (max.)	.39
Dwelling Units Per Acre	30 (max.)	6.5

MAXIMUM HEIGHT (Ft.)	N/A (max.)	50'
----------------------	------------	-----

PARKING SPACES

Retail	683 (min.)	
Office	383 (min.)	
Residential	2,365 (min.)	
Other	(min.)	
Total	3,150 (min.)	4,325

PUBLIC USE SPACE (Sq. Ft. & Percent of Net Lot)

On-Site Area	(20% min.)	Sq. Ft.	%
Off-Site Area		Sq. Ft.	%
Total	(20% min.)	Sq. Ft.	%

III. SIGNS:

Sign Deposit - In accordance with the Zoning Ordinance Regulations, signs must be posted on the property within 3 days of application and maintained in good condition by the applicant until the final disposition of the application. The signs are obtained from M-NCPPC's Design, Zoning, and Preservation Division. A deposit of \$70.00 per sign is required, and a refund of \$60.00 per sign is furnished upon return of the sign.

APPLICANT INFORMATION:

Applicant (Owner or Contract Purchaser)

Piedmont Land & Clarksburg Land Associates - T/A Clarksburg Town Center Venture

c/o 4733 Bethesda Avenue, Suite 530

Bethesda

MD

20814

(301) 961-4910

(301) 961-4930

Developer (if different from Owner above)

Engineer

Loiederman Associates, Inc.

15200 Shady Grove Road, Suite 202

Rockville

MD

20850

(301) 948-2750

(301) 948-9067

Architect

CHK Architects and Planners, Inc.

1300 Spring Street, Suite 500

Silver Spring

MD

20910

(301) 588-4800

(301) 650-2255

Landscape Architect

Michael Vergason Landscape Architects

4517 16th Street North

Arlington

VA

22207

(703) 524-2668

(703) 524-4941

Attorney

Linowes and Blocher

1010 Wayne Avenue, 10th Floor

Silver Spring

MD

20910

(301) 650-7056

(301) 495-9044

Signature of applicant (Owner or Contract Purchaser):

S. Kubanoff, C.P.

11/22/94



March 22, 1995

MEMORANDUM

TO: John Carter, Coordinator
Design, Zoning, and Preservation Division

VIA: Bud Liem, Transportation Coordinator *BL*
Transportation Planning Division

FROM: Ki H. Kim, Transportation Planner *KHK*
Transportation Planning Division

SUBJECT: Project Plan No. 9-94004
Clarksburg Town Center Development
RMX-2 Zone

This memorandum represents the Transportation Planning staff's review of the RMX project plan of the Clarksburg Town Center development. Our transportation analysis is focused on the Local Area Transportation Review (LATR) analysis to determine whether the road improvement package proposed by the applicant and the public agency provides enough transportation capacity to accommodate the proposed development so that the existing transportation services or those programmed for availability with each stage of construction would not be overburdened.

Based on our transportation analysis, we find that the the following roadway improvement package proposed by the applicant would provide enough LATR capacity for the proposed Calrksburg Town Center development, provided that the proposed development is staged to coincide with the construction of the proposed transportation projects.

Transportation Improvements

1. Reconstruction of the southbound right-turn lane along MD 355 at MD 121 to provide a "free flowing" movement.
2. Construct an eastbound left-turn lane along MD 121 at MD 355.
3. Construct a westbound left-turn lane along MD 121 at MD-355.

4. - Construct a northbound right-turn lane along MD 355 at Stringtown Road.
5. Restripe eastbound Comus Road to provide an exclusive left-turn lane at MD 355.
6. Participate in the Gateway I-270 Office Park road improvement - widening MD 121 to four lanes from the entrance to the Gateway I-270 Office Park to the I-270 northbound off ramp.

The roadway improvements listed above are proposed by the applicant to satisfy the requirements of the LATR. We find that the proposed staging of development with roadway conditions tied into staging will not overburden the existing transportation services, nor those programmed for availability with each stage of construction. The proposed staging of road improvements, however, assumes two major road improvements to be provided by others. The first one is improvements to MD 121 by the Gateway I-270 Office Park. The second one is the widening of the existing bridge of MD 121 over I-270 by the Maryland State Highway Administration. Without these two assumptions, the proposed staging of road improvements must be revised.

KHK:plb\pp94004.mmo

March 21, 1995

MEMORANDUM

TO: John Carter
Design, Zoning and Preservation

FROM: Lise Soukup and Cathy Conlon *YL CC*
Environmental Planning Division

SUBJECT: CLARKSBURG TOWN CENTER PROJECT PLAN

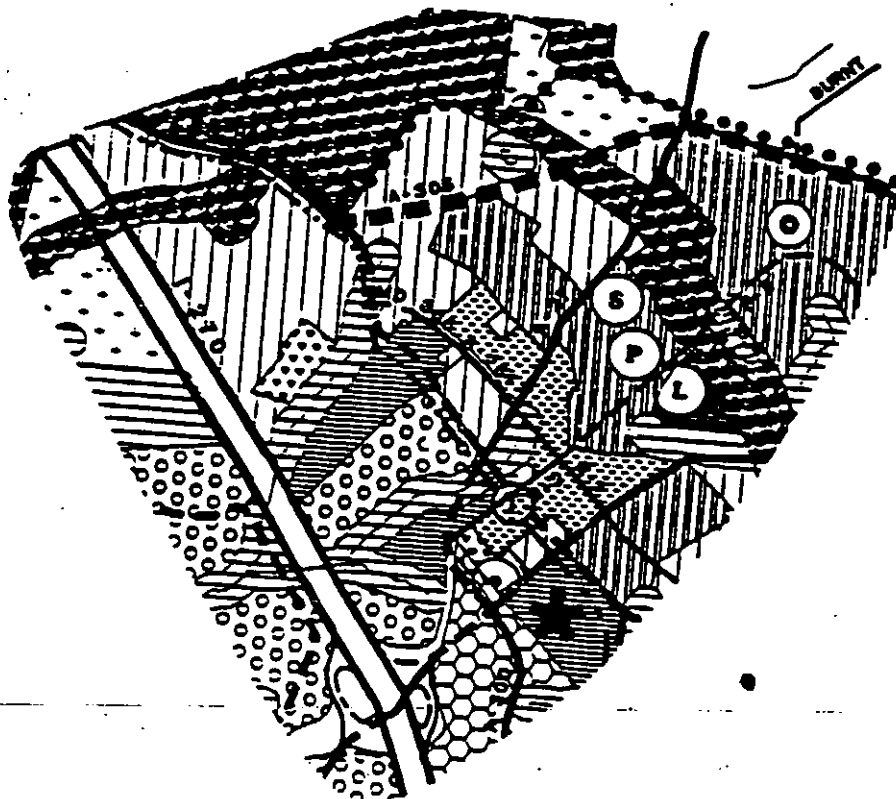
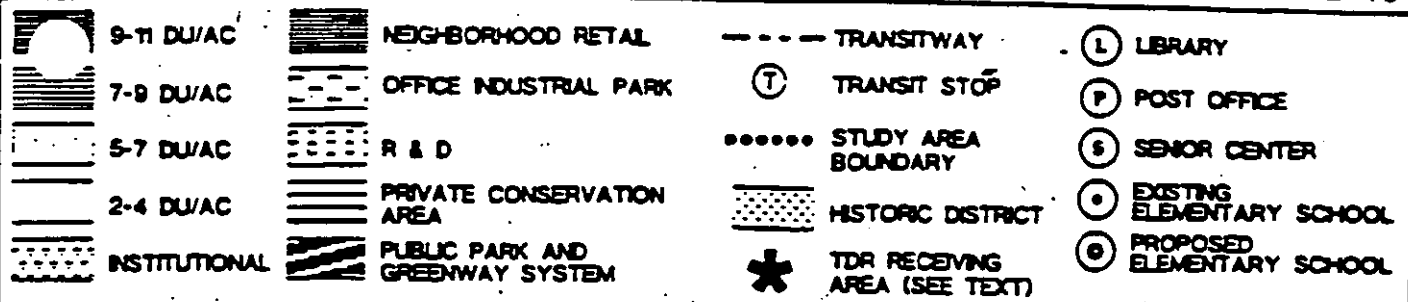
SUMMARY OF CONDITIONS

The Environmental Planning Division (EPD) staff recommends **APPROVAL WITH CONDITIONS** of the project plan, with changes and additional information to be provided at subsequent review stages. The conditions are as follows.

- A. Submit for review prior to Planning Board hearing on the preliminary plan submission:
 1. Improved plans for stormwater management (SWM) and grading in the commercial area that reduce stream buffer encroachment. As part of this, submit an alternative plan for review that shows all road grading, SWM and associated grading entirely outside of the stream buffer, to evaluate the impacts on site design and SWM effectiveness. Also submit calculations for the proposed in-stream dry pond on the commercial side showing the frequency and extent of inundation in the ponding area.
 2. Plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted.
 3. A staging plan for SWM with the extent of each proposed phase of development and the order in which they will be built.
 4. A preliminary forest conservation plan reflecting the revised layout. At the first site plan review, applicant should present reforestation/afforestation plans for the whole site and plant as much as possible during the first construction phase to meet a Special Protection Area recommendation for quickly establishing forest.

TOWN CENTER DISTRICT

FIGURE 19



5. Landscaping plan for SWM areas at site plan.

B. Modify plan as follows:

1. Move these stormwater management facilities, and any associated grading that cannot be reforested, outside of the stream buffer. Make every effort to reduce or eliminate all grading from buffer:

Commercial side - Sand Filters #3, 4 and 7 (near top of Town Square tributary); Clean Water #2 (next to grocery store site); Sand Filter #6 (near Town Center's dry pond); Move at least the pond forebay outside of buffer, since it cannot be forested.

Residential side - Sand Filters #8, 9 and 10 (Note- #10 is located in existing trees - move all grading outside of buffer); Move dry pond and grading out of buffer.

2. Any wetland creation areas should be designed to be forested.

3. Full stormwater management for the school site should be provided in the subdivision's SWM facilities.

4. Maintain an undisturbed stream buffer of at least 125 feet along the Greenway Road and make graded slopes less than 25%. Further reduce or eliminate grading/disturbance in stream buffer for Greenway Road as much as possible.

5. Reduce overall site imperviousness by eliminating most of the extra parking spaces, or if additional parking above county requirements is desired, reduce the amount of commercial/residential development to remove all grading disturbance within stream buffers.

DISCUSSION

Staff have reviewed the project plan and preliminary plan submissions for the Clarksburg Town Center. We also have reviewed a revised stormwater management (SWM) concept that attempts to address some of our initial concerns about stream buffer disturbance and SWM design. The Department of Environmental Protection (DEP) has informally approved the new concept, and we will continue to work together in resolving inter-agency details about SWM placement and function.

Our overall impression is that the revised plan is much improved from the first submission, both in addressing Special Protection Area objectives in the proposed SWM system and in resolving some of our major concerns. The plan, along with the EPD recommendations in this report, will emphasize the Clarksburg

Master Plan and Special Protection Area (SPA) goals to create a forested stream buffer, to aesthetically integrate a series of SWM quality controls for better cleansing of the runoff, and to keep the wetland and stream systems flowing and functional.

ADDITIONAL INFORMATION NEEDED

Staff needs additional information to assess the alternatives for SWM and stream buffer encroachment. The following items should be submitted to EPD with the revised submission of the preliminary plan (and to DEP for their concurrent review):

1. Improved plans for stormwater management (SWM) and grading in the commercial area that reduce stream buffer encroachment. As part of this, submit an alternative plan for review that shows all road grading, SWM and associated grading entirely outside of the stream buffer, to evaluate the impacts on site design and SWM effectiveness. Also submit calculations for the proposed in-stream dry pond on the commercial side showing the frequency and extent of inundation in the ponding area. The base of this pond is proposed to be forested (outside of a 50 foot radius around the riser) and we need to know how often this area will have standing water in it to gauge potential for tree survival. Our expectation is that the increased dispersion of runoff in the enlarged quality control structures will cause this pond to remain dry much more than typical dry ponds. Since this is a difficult estimate, a calculated range (such as somewhere between once every 2 months to twice a year) is acceptable.
2. Plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted. We need to assess how much of the stream buffer is able to be reforested after these features have been built, since DEP and state requirements limit planting on SWM embankments.
3. A staging plan for SWM showing the extent of each proposed phase of development and the order in which they will be built.
4. Landscaping plan for SWM areas to be submitted at site plan; this will be reviewed for species appropriate to the water regimes and for aesthetics.

RECOMMENDED CHANGES AND IMPROVEMENTS

The conceptual plans should be revised to reflect the following changes to meet the intent of the Clarksburg Master Plan and the SPA. These changes will bring the developer's proposal closer to the environmental protection afforded by a completely undisturbed stream buffer plan.

1. Move these stormwater management facilities, and any associated grading that cannot be reforested, outside of the stream buffer. Make every effort to reduce or eliminate all grading from buffer:

Commercial side - Sand Filters #3, 4 and 7 (near top of Town Square tributary); Clean Water #2 (next to grocery store site); Sand Filter #6 (near Town Center's dry pond); Move at least the pond forebay outside of buffer, since it cannot be forested.

Residential side - Sand Filters #8, 9 and 10 (Note- #10 is located in existing trees - move all grading outside of buffer); Move dry pond and grading out of buffer.

2. Any wetland creation areas should be designed to be forested.

3. Full stormwater management for the school site should be provided in the subdivision's SWM facilities.

4. Maintain an undisturbed stream buffer of at least 125 feet along the Greenway Road and make graded slopes less than 25%. Further reduce or eliminate grading/disturbance in stream buffer for Greenway Road as much as possible.

5. Reduce overall site imperviousness by eliminating most of the extra parking spaces, or if additional parking above county requirements is desired, reduce the amount of commercial/residential development to remove all grading disturbance within stream buffers.

JUSTIFICATION FOR POTENTIAL APPROVAL OF STREAM BUFFER ENCROACHMENT UNDER PROPOSED SWM DESIGN CONCEPT

Although DEP considers this concept approvable from a technical standpoint, EPD staff cannot support the concept at this time because some stream buffer encroachment may still be avoidable. Staff would like to review the alternative SWM plan before making a final recommendation. However, the initial evaluation presented below is generally supportive of the proposal with our changes specified above.

EPD staff recommends that any incidental buffer encroachment along the buffer perimeter for roads, building pads, stormwater management or sediment control only be permitted in open fields. Staff also recommends that this disturbance be forested after construction (or replacement forest planted elsewhere); this planting should be in addition to the FCP requirements of the plan.

Commercial Area (Town Square District)

1. Sand filters 1 and 2 at Redgrave Place stream crossing - This existing corn field will be disturbed for construction of both the Greenway Road and Redgrave Place, with grading necessarily tying out in the stream buffer. The current proposal maintains at least 100 feet of undisturbed buffer from the facilities' grading. The proposed grading will not disturb any existing trees. Applicant should explore ornamental planting on top of the sand filter and surrounding the filter with shade trees to cool any pooled water after summer rainstorms. Also, forest should be planted as close to the sand filters as possible on the stream buffer side.

2. Sand filter 5 across from confluence of Hilltop District tributary and mainstem (near proposed wastewater pump station) - This area is at the edge of a corn field, and will be graded on three sides for the Greenway Road, the proposed pump station and the sewer lines going to the pump station, regardless of this SWM facility. The sand filter itself will not result in tree loss. The adjacent stream buffer would still provide at least 300 feet of undisturbed forest across the main stream/tributary confluence; this width can provide the desired minimum area of habitat for interior forest-dwelling birds. The major disadvantage to this facility is that it forms a permanent incursion into the stream buffer that cannot be reforested (since roots disrupt sand filter function).

3. In-stream dry pond on Town Square Tributary at Greenway Road - This quantity control pond is shown just upstream of the Greenway Road crossing and would use the road embankment as its dam. The stream is surrounded by a narrow band of brush and scrub/shrub wetlands in the middle of a corn field. Grading would mostly be limited to constructing the road embankment. Possible additional intrusion for grading a forebay will be reviewed as part of the preliminary plan. The forebay should be placed outside of the stream buffer, with only the main quantity storage in the buffer. Plans showing both alternatives must be provided to show that the forebay cannot be kept outside of the buffer.

The rationale behind placing this pond in the stream is very important, since this should be the last resort in SWM design. Typically, keeping streams open and free-flowing is a very high priority, especially in an SPA. The decision to use an in-stream pond that potentially could be located off-line (and perhaps even out of the buffer) must be based on valid environmental and site design issues that have either no negative effect or a net positive effect on the environment. Staff believe that the following arguments support the in-stream pond:

A. The area to be disturbed for pond construction and runoff storage contains a minimal of trees and only a very narrow strip of wetlands;

B. The Greenway Road construction will create an embankment on this stream regardless of the pond's location;

C. The main basin can be forested to within 50 feet of the riser to create a wooded stream buffer that will shade the stream and the water storage area;

D. The forebay design, intended to trap trash and sediment that escapes previous water quality treatments, will reduce the frequency for dredging the main pond basin to once every few decades. This will allow the basin, and forest planted within it, to function undisturbed for an extended period;

E. Given the DEP requirement to double the amount of runoff treated for quality control (which occurs prior to runoff entering the pond), less water will reach the pond than in a standard SWM design. This means the pond will be inundated less frequently and with a smaller volume of water than normal 2-year control ponds, which will help tree survival in the basin.

F. The site's land use is very dense and locating the pond outside of the buffer may have major ramifications on developable space, however, this needs to be assessed in the alternative SWM plan requested above;

4. Greenway Road grading along the stream buffer perimeter - This is more difficult to support, since the road and its grades are not dependant on locating at lower elevation as SWM facilities are. The applicant has been directed to eliminate or minimize this road grading in the buffer. If it can be demonstrated by the applicants' alternative plan that this is not possible, staff would consider encroachment under the conditions specified above for the following reasons:

A. The disturbance would not result in tree loss (area is currently a corn field);

B. All disturbance, including for sediment control, will be kept outside of wetlands, floodplain and at least 125 feet from the stream;

C. The proposed embankment grades will be gentler than 25% slopes, and the buffer will be fully reforested after construction.

RECOMMENDATIONS FOR LATER REVIEWS

1. Explore landscaping alternatives for sand filters to make them more attractive. Staff suggests ornamental ground cover and shrubs to beautify these. Also identify where trees may be

planted around the sand filters (i.e., slopes between roads and filters, embankments, toe of dam).

2. No new sediment traps should be allowed in currently forested stream buffer areas after site plan review without M-NCPPC approval to changes in Erosion & Sediment Control Plan. DEP's E&S inspector should be notified of this at pre-construction meeting.

3. Reforestation as compensation for stream buffer encroachment by SWM facilities or incidental grading for roads, building pads, SWM or sediment control along the perimeter of the buffer will NOT be counted as part of FCP reforestation/afforestation requirements. For buffer disturbance that can be forested, it should be done in the location of the disturbance at 1:1; if disturbance areas cannot be reforested (e.g., SWM embankments), reforestation shall occur in an appropriate priority area at 1:1. Either of these will be above and beyond the standard worksheet requirements.

4. Applicant shall present reforestation/afforestation plans for the whole site during the first site plan review and plant as much as possible during the first construction phase. This is one of the SPA goals for achieving a forested stream valley as soon as possible to help defray development impacts to the stream system. This is much preferred to spreading the planting out over the many years of reaching buildout.

5. Noise issues for houses along Stringtown Road and M-83 with sides to roads will need to be addressed at site plan. Redesign to improve setbacks or front units on roads.

SPECIAL PROTECTION AREA GOALS

This concept has many of the elements envisioned by M-NCPPC and DEP for meeting environmental goals in the Clarksburg SPA. The SPA goals, objectives and recommendations were created during this plan's review and are still not finalized, so further changes may yet be recommended. However, the applicant's consultants have made an excellent start in dealing with these changing regulations. In EPD staff's opinion, the following SPA objectives can be achieved under the recommended EPD modifications to this plan:

- Avoid, then minimize, stream buffer disturbance
- Expand forest conservation opportunities
- Integrate stormwater management that provides sequential and repetitive treatment for water quality

MCPB
Item 17
4/20/95

ITEM #1
4/20/95

April 14, 1995

MEMORANDUM

TO: Montgomery County Planning Board

FROM: John Carter for the Planning Department (301-495-4570)

SUBJECT: Continuation of the Public Hearing - Project Plan No. 9-94004 and Discussion of Preliminary Plan #1-95
CLARKSBURG TOWN CENTER
RMX-Zone
1300 Residential Units
150,000 Square Feet of Retail and 100,000 Square Feet of Office
267.50 Acres
SE Quadrant of Frederick Road/Stringtown Road
Clarksburg

On April 6, 1995, the Planning Board elected to continue the public hearing on the project plan for the Clarksburg Town Center. As part of this action, the Planning Board requested that the staff prepare the following information for review on April 20, 1995:

1. Summary of the Testimony
2. Comparison of the Actions to be Taken on the Project Plan, and Preliminary Plan
3. Draft Opinion

- The staff of the Planning Department has completed this work.

SUMMARY OF THE TESTIMONY

The following paragraphs summarize the testimony of the individuals at the public hearing on the project plan. Specific revisions have been included in the revised draft opinion:

1. Albert Randall - Historic Preservation Commission

- request to delay extension of Redgrave Place through the Historic District to the opening of the transit station
- concern over the setbacks of the development adjacent to the Historic District

Response - The extension of Redgrave Place was proposed to occur no later than Stage 3 to correspond to the construction of the commercial area. A condition has been included to require all buildings adjacent to the Historic District to have a setback that approximately matches the setbacks of buildings in the Historic District (R-200 zone). A requirement for additional screening has also been included.

2. Russell Kirsch - Adjacent Property Owner

- requested that the applicant dedicate this portion of A-260 (Stringtown Road) to the center line of the existing paving

Response - The condition in the Draft Opinion has been modified to require dedication to the center line for this portion of A-260 (Stringtown Road).

3. John Westbrook - Representing Adjacent Property Owners (Funt and Bowis)

- requested that the applicant dedicate A-260 (Stringtown Road) to the center line of existing paving adjacent to the Historic District
- requested that a new street be established to increase the number of connections to A-260 (Stringtown Road) and to parcels located along the southeastern boundary of the site as shown in the Town Center Illustrative Sketch included in the master plan
- requested additional intersections along A-27 (Clarksburg Road) near the greenway area and elimination of the private service driveway along the frontage of the townhouses

Response - This portion of A-260 (Stringtown Road) is located outside the boundaries of this project plan. However, the northern edge of the right-of-way will be located at the edge of the Historic District to preserve an existing house. This requires the additional right-of-way to be located on the adjacent properties.

The additional connection to A-260 (Stringtown Road) was not permitted because of environmental concerns. If required by the Planning Board, an

additional connection can be provided through the proposed townhouses. This connection would also extend through a portion of the Historic District outside the existing stream buffers.

Additional intersections along A-27 (Clarksburg Road) were not permitted because the spacing between intersections would not meet the requirements of an arterial road. Additional setback and screening could be provided as part of the review of the site plan. A waiver of the intersection spacing could also be requested.

4. Jean Onufry - Clarksburg Civic Association

- recommends designating Redgrave Place as a bikeway, and examining the potential to widen the pavement to accommodate bikes
- requested that the development include screening to reduce the view of rooftops from adjacent roads
- supports the park/school concept as proposed by the applicant to allow joint use of facilities and to improve the view from A-27 (Clarksburg Road)

Response - The staff recommends designating Redgrave Place as a Class III (on-street) bikeway without increasing the width of pavement as described in the master plan. Additional measures to reduce the speed of traffic along Redgrave Place (i.e. special paving, signs, crosswalks, and traffic control measures) should be provided as part of the review of the site plan.

The roof tops of the proposed the proposed development will not be visible from A-260 (Stringtown Road) or A-27 (Clarksburg Road) because of the topography. The proposed landscaping, the facing of buildings, and the use of a frontage street will substantially reduce the view of the rooftops from A-305 (Piedmont Road).

The applicant and staff are exploring alternative plans for the park/school.

5. Freeman - adjacent property owner

- examine the potential increase in the floodplain of Little Seneca Creek caused by this development on property located across A-260 (lots 13-15)
- examine intersection spacing to allow access to these adjacent parcels without compromising the desired spacing along arterial roads

- minimize the right-of-way for A-260 (Stringtown Road)

Response - The proposed development will not increase the flood plane on the adjacent parcels beyond the required stream buffer area. The proposed intersection spacing will permit an access road from A-260 to the adjacent parcels in accordance with the standards for arterial roads. The width of the right-of-way for A-260 is in accordance with the master plan (120 feet). This road has been located to minimize the impact on existing homes along both sides of A-260.

6. Rockhill - representing the adjacent church

- examine the potential to revise the landscaping to increase visibility to the existing church
- provide for a connection to the church from the proposed development

Response - The staff has revised the conditions to increase visibility to the church and provide for a pedestrian easement to increase access to the church.

7. Park/School

- MCPS would prefer a 10-12 acre site located approximately 600 feet from the existing power line and 300 feet from the pond. If covenants could be placed on the site to limit expansion of the existing power line, the setback may be reduced with approval from MCPS.
- Parks Department needs to preserve the existing facilities with a minimum encroachment on the existing property.

Response - The existing staff conditions require revisions to the project plan including relocating the greenway road and increasing the size of the site. The applicant and staff continue to explore acceptable options.

8. Environment/Water Quality Regulations

- A draft of the proposed regulations has been completed. DEP has not approved the specifics of this plan and further refinement of the stormwater concept is needed.

Response - The staff have reviewed the recent revisions including stormwater management calculations and a forest conservation plan. Results of this review are included in a revised set of conditions. The Council has not approved the final regulations. A meeting has been set with DEP (April 24) to

further discuss information needed to meet requirements for a preliminary water quality plan.

9. Environment/Sewer and Water

- The Council recently approved a change to a Category 4 for sewer and water. Change to a Category 3 will occur when the preliminary plan is approved.
- Within 4-6 weeks, DEP will determine if the Clarksburg Town Center will conflict with the Germantown Center.

Response - Approval of the project plan does not provide authorization to proceed. Since these comments will not affect layout of land uses, the project plan could be approved. Final approval of the preliminary plan should wait final action on the sewer and water issues by DEP and WSSC.

SUMMARY OF ACTIONS ON THE CLARKSBURG TOWN CENTER

In response to the request from the Planning Board, the chart on the following page summarizes the findings for each regulatory process.

SUMMARY OF FINDINGS AND THE AGENCIES RESPONSIBLE

ITEMS	PROJECT PLAN	PRELIM. PLAN	SITE PLAN
1. Project Plan Findings			
a. Meets Purposes/Requirements of RMX-2 Zone			
- Purposes	PB		
- Development Stds.	PB		
b. Conforms to Master Plan			
- Land Use (mix of uses and intensity)	PB		
- Transportation and Mobility		PB	
- Environmental Plan	PB		
c. Meets Compatibility			
- Location, Size, Intensity	PB		
- Project Design	PB	PB	PB
- Operational Character	PB		
d. Does Not Overburden Facilities	PB	PB	
e. Sufficient Amenities and Facilities	PB		
f. MPDU's	PB		PB
2. APFO Findings		PB	
3. Findings for Roadways			
a. Layout	PB	PB	MCDOT
b. Final width of ROW		PB	PB
c. Streets Standards and Streetscape		PB/MCDOT	PB/MCDOT
d. Waiver of Open Section Roadways	PB	MCDOT	
e. Operational Characteristics			MCDOT
4. Approval of Park/School Plan		PB	PC/MCPS
5. Approval of Stormwater Quality Plans			
a. Draft SW Quality Regulations	DEP		
b. Concept SWM Plan & Final SW Quality Regulations		DEP	
c. Final SWM Plan			DEP
6. Staging/Trigger Elements			
a. Enabling Legislation for Devel. Districts or Alt. Financing		PB	
b. Water Quality Executive Regulations Issued	Draft/DEP	Final/DEP	
c. Adequate Sewerage Capacity for Master Plan Staging/Triggers		DEP/WSSC	
Sewer Category Changes			
a. WS 4	PB		
b. WS 3		PB	

**MONTGOMERY COUNTY PLANNING BOARD
REVISED DRAFT OPINION**

Project Plan No. 9-94004

CLARKSBURG TOWN CENTER

RMX-2 Zone

1300 Residential Units, 150,000 Square Feet of Retail, and 100,000 Square Feet of Office

SE Quadrant Frederick Road/Stringtown Road

Clarksburg

Date Mailed:

Action: Motion was made by Commissioner _____, seconded by Commissioner _____, with a vote of _____, Commissioners _____ voting for the motion, and Commissioners _____ opposed to the motion.

On December 6, 1994, the Clarksburg Town Center Venture (Piedmont Land Associates L.P. and Clarksburg Land Associates L.P.) submitted a complete project plan application seeking to develop pursuant to the optional method of development in the RMX-2 Zone. The application includes a range of housing opportunities, retail shops, a grocery store, restaurants, personal services, and offices.

On April 6, 1995, Project Plan #9-94004 was brought before the Montgomery County Planning Board for a public hearing pursuant to Chapter 59 of the Montgomery County Code. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the oral testimony, written evidence submitted for the record, and the staff report, the following conditions and findings are hereby adopted.

CONDITIONS

The Planning Board approves Project Plan No. 9-94004 subject to the following conditions:

1. **Development Ceiling**

The project plan for the Clarksburg Town Center is limited to 1300 dwelling units, 150,000 square feet of retail space, and 100,000 square feet of office space to be constructed in three basic phases as shown in the project plan. The following is the staging plan for traffic improvements:

- a. Stage 1 - 950 Units
- b. Stage 2 - 155 Units
- c. Stage 3 - 195 Units
- 90,000 Square Feet of Retail
- d. Stage 4 - 60,000 Square Feet of Retail
- 75,000 Square Feet of Office
- e. Stage 5 - 25,000 Square Feet of Office

The public building areas (i.e., elementary school, park buildings, and library) are not included in the calculations.

2. Transportation Improvements

The following road improvements, at each stage of development, are needed to provide enough capacity to serve the proposed development:

- a. Stage 1 - Reconstruction of the southbound right turn lane along MD 355 at MD 121 to provide a "free flowing" movement
- b. Stage 2 - Construct an eastbound left turn lane along MD 121 at MD 355
- Construct a westbound left turn lane along MD 121 at MD 355
- c. Stage 4 - Construct a northbound right turn lane along MD 355 at Stringtown Road
- d. Stage 5 - Restripe eastbound Comus Road to provide exclusive left turn lane at MD 355
- e. Participate in the Gateway I-270 Office Park Road improvement - improve MD 121 to four lanes between I-270 northbound off-ramp and the entrance to Gateway 270 - Stage to be decided as part of the approval of the preliminary plan.

The transportation memorandum in the staff report includes additional discussion on these required transportation improvements.

3. Dedication and Construction of A-305 (Mid-County Highway)

A-305 (Mid-County Highway) must be dedicated to a right-of-way of 80 feet and constructed as a two lane, open section arterial to replace Piedmont Road. Construction will not be necessary until construction of single family detached units within the existing right-of-way for Piedmont Road has started.

4. Dedication and Construction of A-260 (Stringtown Road)

A-260 (Stringtown Road) must be dedicated to a right-of-way of 120 feet and constructed as a four lane, divided arterial road as part of a participation agreement with MCDOT. If this agreement does not occur before the necessary access points to the commercial area or part of the residential area from A-260 are needed, then improvements to existing Stringtown Road must be completed to increase safety as required by MCDOT. The right-of-way for A-260 (Stringtown Road) will be located outside of the Historic District with a transition to the center line of the existing roadway north of the crossing of Little Seneca Creek.

5. Environmental Improvements Before Approval of the Preliminary Plan

Submit for review before the Planning Board hearing on the preliminary plan the following:

- a. Concept plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted.
- b. A staging plan for SWM with the extent of each proposed phase of development and the order in which they will be built. This shall be submitted as part of the first site plan, and should cover the entire site.
- c. A preliminary forest conservation plan addressing priority for planting in the Little Seneca watershed. At the first site plan review, the applicant should present reforestation/afforestation plans for the whole site and plant as much as possible during the first construction phase to meet a Special Protection Area recommendation for quickly establishing forest.
- d. Applicant shall meet all requirements for preliminary water quality plan submission and approval, per Chapter 19, Article V - "Water Quality Review in Special Protection Areas" (proposed monitoring plan may be submitted as part of the review of the site plan).

6. Environmental Improvements

- a. Eliminate disturbance in the stream buffer except for road crossings, unavoidable utilities, SWM locations supported by EPD staff, soft surface pathways, and memorial elements.
- b. Provide an area for stormwater management for the school site in the preliminary plan.

7. Park/School

The proposed layout of the park/school site is presently not acceptable. Before approval of the site plan, additional setback of the road next the park must be provided to meet the requirements of the Montgomery County Public Schools. A full replacement for any loss of land or facilities must also be provided in accordance with the requirements of the Parks Department.

8. Historic Preservation

Incorporate the following items into the project plan before review of the site plan for this area:

- a. Minimize the width of both the right-of-way and paving (50 feet of ROW and 24-26 feet of paving, subject to approval by MCDOT) for Redgrave Place (Main Street) located within the Historic District.
- b. Provide access easements, if applicable, to future public sewer at the intersections of A-260 (Stringtown Road) and Redgrave Place (Main Street) with MD 355 (Old Frederick Road).
- c. Provide a small open space along the northern edge of the greenway next to Redgrave Place (Main Street) with an interpretive memorial element for the family of John Clark that incorporates the existing grave markers.
- d. If the ROW is available, construct Main Street to MD355 within the Historic District prior to completion of Stage 3. Share direct moving expenses only for relocating an existing house within the Historic District, and if the applicant and property owner agree, make available the identified outlot to be merged with a portion of the adjacent parcel so as to create another lot.

9. Compatibility with Existing Church and Adjacent Residences Within the Historic District

Increase the setback of the proposed public street located next to the church within the Historic District to 30 feet and provide screening for the existing cemetery. Relocate the tot lot away from the existing church, and maintain the area as open space to provide a potential linkage to the church. The size of lots and setbacks of the proposed development must match, approximately, the development standards in the R-200 Zone for building setbacks and width of lots along the southeastern boundary of the site within the Historic District. Revise the landscape plan to increase visibility to the church. Provide an easement for a pedestrian connection to the church for the proposed, adjacent street.

10. Revise the Layout of Streets

Incorporate the following items into the site plans for each stage of development:

- a. Improvements to the Town Square - Increase the size of the Town Square by utilizing a loop concept as shown on the revised drawing to reduce conflicts with east/west traffic and to improve pedestrian access.
- b. Relocate A-260 (Stringtown Road) in accordance with the revised alignment diagram to reduce the impact on adjacent residences. Reduce the number of access streets to A-260 from the area of the existing single family detached units (5) on the north side of Stringtown Road to meet the design standards for arterial roads.
- c. Eliminate the access to the proposed elementary school from MD 121 and provide access from the Greenway Road.
- d. Revise the access to A-305 (Mid-Country Highway) to allow a direct connection from Burnt Hill Road to the Greenway Road, and improve the access to the single family detached units by utilizing private drives adjacent to A-305.

The present street system shown in the project plan requires waivers of existing standards. The applicant and staff have met with MCDOT to discuss the waivers. All waivers must receive final approval from MCDOT before approval of the site plan.

11. Staging of Amenities

All amenities shown within each stage of development must be completed within that stage of development. The concept design for the greenway, the school/park, and other large play fields, must be completed before approval of the first site plan.

Construction of the amenities within the greenway must be finalized before the completion of Stage 3.

12. Landscaping

The following items must be incorporated into the site plans:

- a. Street trees, high quality street lights, sidewalk paving types, and street furniture as part of the design for the streetscape of roads, the Town Square, and the neighborhood squares.
- b. Increased landscaping in the commercial parking area.
- c. Landscaping for the buffer areas adjacent to all arterial roads.
- d. Screening for the existing homes within the Historic District.
- e. Landscaping for all stormwater management areas.

13. Maintenance

Maintenance of the private recreation areas, stormwater management facilities, applicable open spaces, and other amenities on private land must be maintained by an appropriate homeowners association. Before approval of the first building permit, submit a maintenance document that establishes an overall organization that establishes responsibility for maintenance of these facilities.

As part of the review of the project plan, the staff recommends approval of three waivers. The first waiver allows use of closed section streets (curb and gutter) in special protection areas. Staff recommends approval of the closed section streets because the high density of the development and the mix of commercial and residential uses are not appropriate for the use of open section streets. The project plan includes special stormwater infiltration measures for the streets instead of the use of open section streets. The Clarksburg Master Plan anticipated the use of closed section streets in the town center area.

The second waiver concerns the use of on-street parking. Waivers to utilize some on-street parking to reduce the requirement for off-street parking are encouraged subject to review by the Planning Board at the site plan hearings.

The staff also recommends approval of the reduced setbacks along the streets and boundary lines as permitted in the Zoning Ordinance if designated in a master plan. These reduced setbacks will allow buildings to be oriented to streets to encourage the use of sidewalks and generally improve the pedestrian environment. The Clarksburg Master Plan also anticipated the reduction in setbacks to foster the creation of a pedestrian oriented town.

FINDINGS

1. Conforms with the Requirements and Intent of the RMX-2 Zone

The Planning Board finds that Project Plan #9-94004, as conditioned, meets all of the purposes and requirements of the RMX-2 Zone. A summary follows that compares the development standards shown with the development standards required in the RMX-2 Zone.

DATA SUMMARY: CLARKSBURG TOWN CENTER

Items	Required	Proposed
Lot Area	NA NA	201.34 acres (RMX-2) 68.82 acres (RDT) 270.16 acres total
Minimum Green Area or Outside Amenity Area:		
a. Within Commercial Area	15% (2.19 ac.)	28% (4.06 ac.)
b. Within Residential Area	50% (93.37 ac.)	53% (99.47 ac.)
c. Within RDT Area	NA	(25.72 Acres)
Density of Development Shown in the Master Plan:		
a. Retail	150,000 sq.ft.	150,000 sq.ft.
b. Office	770,000 sq.ft.	100,000 sq.ft.
c. Civic Use (not including elementary school)	NA	24,000 sq.ft.
d. Residential	1380 du (5-7 du/ac)	1300 du (6.6 du/ac)
MPDU's	12.5%	12.5%
Maximum Gross Leasable (Non-Residential) Floor Area	600,000 sq.ft. (0.5 FAR)	250,000 sq.ft. (0.39 FAR)
Setbacks:		
a. From One-Family Zoning		
- Commercial Bldgs.	100 ft.	300 ft. min
- Residential Bldgs.	50 ft.	50 ft. min.
b. From Any Street*		
- Commercial Bldgs.	NA	0 ft. min.
- Residential Bldgs.	NA	10 ft. min.
Building Height:		
a. Commercial	4 stories	4 stories (50 ft.)
b. Residential	4 stories	4 stories (45 ft.)
Parking Spaces:		
a. - Off-street	2910	2910
b. On-street	NA	596**

Notes: * No minimum setback is required if in accordance with an approved master plan.

** Off-street parking is necessary to provide street oriented buildings. A waiver from the on-street parking requirements is needed within some of the townhouse and multi-family areas.

The setback of residential buildings next to the Clarksburg Historic District must be modified to have a minimum setback of 50 feet.

2. Conforms to the Clarksburg Master Plan and Hyattstown Special Study Area

The Planning Board finds that Project Plan #9-94004, as conditioned, is in conformance with the Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area. The land use, circulation, and urban design objectives described in the Master Plan have been met by the Clarksburg Town Center. The mix of dwelling units conforms to the guidelines in the master plan as summarized in the following chart:

Unit Types	Master Plan Guidelines	Proposed Density Range
a. Single family detached units	10-20%	130-260 Units
b. Single family attached and townhouses	30-50%	390-650 Units
c. Multi-family units	25-45%	325-585 Units

3. Compatibility with the Neighborhood

The Planning Board finds that the project plan, as conditioned, will be compatible with the existing and potential development in the general neighborhood because of its location, size, intensity, staging, and operational characteristics.

4. Will Not Overburden Existing or Proposed Public Services

The Planning Board finds that the proposed development, subject to its compliance of any requirements imposed by the preliminary plan will not overburden existing public services nor those programmed for availability, concurrently with each stage of development. Since approval of the project plan does not determine authorization or prevent other developments from proceeding, the Planning Board approves the project plan with the understanding that final authorization is dependent on the finding that Clarksburg Town Center will not preclude development of the Germantown Town Center.

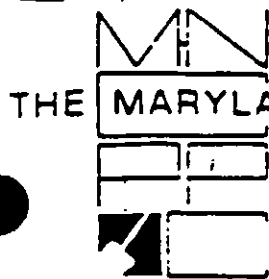
5. Is More Efficient and Desirable than the Standard Method of Development

The Planning Board finds that the proposed project, as conditioned, will be more efficient and desirable than the standard method of development. This optional method project consists of a mix of uses which are recommended in the Master Plan. These uses are not permitted under the standard method of development.

The amenities and facilities provided as part of the optional method of development fosters the creation of a transit and pedestrian oriented town surrounded by open space. The green way network of amenities provides a major open feature. The town square, and the neighborhood squares provide amenities within the entire development. The streetscape system provides a comprehensive system in addition to the minimum design standards. The recreational facilities provide small open play areas for the local neighborhood and large fields for the entire planning area that exceed the minimum standards. The orientation of buildings to streets and the layout of blocks provide a pedestrian orientation for the town center.

6. Includes Moderately-Priced Dwelling Units

The application includes moderately-priced dwelling units.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3761

MONTGOMERY COUNTY PLANNING BOARD REVISED OPINION

Project Plan No. 9-94004

CLARKSBURG TOWN CENTER

RMX-2 Zone

1300 Residential Units, 150,000 Square Feet of Retail, and 100,000 Square Feet of Office
SE Quadrant Frederick Road/Stringtown Road

Clarksburg

Date Mailed: June 12, 1995

Action: On May 11, 1995, motion was made by Commissioner Aron, seconded by Commissioner Holmes, with a vote of 3-1, Commissioners Aron, Holmes, and Hussmann voting for the motion, Commissioner Baptiste opposed to the motion, and Commissioner Richardson absent.

On December 6, 1994, the Clarksburg Town Center Venture (Piedmont Land Associates L.P. and Clarksburg Land Associates L.P.) submitted a complete project plan application seeking to develop pursuant to the optional method of development in the RMX-2 Zone. The application includes a range of housing opportunities, retail shops, a grocery store, restaurants, personal services, and offices.

On April 6, April 20, and May 11, 1995, Project Plan #9-94004 was brought before the Montgomery County Planning Board for a public hearing pursuant to Chapter 59 of the Montgomery County Code. At the public hearings, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the oral testimony, written evidence submitted for the record, and the staff report, the following conditions and findings are hereby adopted.

In voting against the motion, Commissioner Baptiste was concerned about approving this project plan before the water quality regulations, the sewer authorization, and the creation of a development district to fund future roads were complete. The other Commissioners were aware of these issues, but they determined that these issues were addressed at a concept level for the project plan. The remaining, more specific issues could be addressed prior to approval of the preliminary plan.

CONDITIONS

Planning Board approves Project Plan No. 9-94004 subject to the following conditions:

1. Development Ceiling

The project plan for the Clarksburg Town Center is limited to 1300 dwelling units, 150,000 square feet of retail space, and 100,000 square feet of office space to be constructed in three basic phases as shown in the project plan. The following is the staging plan for traffic improvements:

- a. Stage 1 - 950 Units
- b. Stage 2 - 155 Units
- c. Stage 3 - 195 Units
 - 90,000 Square Feet of Retail
- d. Stage 4 - 60,000 Square Feet of Retail
 - 75,000 Square Feet of Office
- e. Stage 5 - 25,000 Square Feet of Office

The public building areas (i.e., elementary school, park buildings, and library) are not included in the calculations.

2. Transportation Improvements

The following road improvements, at each stage of development, are needed to provide enough capacity to serve the proposed development:

- a. Stage 1 - Reconstruction of the southbound right turn lane along MD 355 at MD 121 to provide a "free flowing" movement.
- b. Stage 2 - Construct an eastbound left turn lane along MD 121 at MD 355.
 - Construct a westbound left turn lane along MD 121 at MD 355.
- c. Stage 4 - Construct a northbound right turn lane along MD 355 at Stringtown Road.
- d. Stage 5 - Restripe eastbound Cornus Road to provide exclusive left turn lane at MD 355.
- e. A-260 (Stringtown Road) must be dedicated to a right-of-way of 120 feet. At the preliminary plan, if determined that the property is not part of a participation agreement with MCDOT and other property owners, the safety improvements described in paragraph 4., will be made to Stringtown Road.

f. Participate in the Gateway I-270 Office Park road improvements as described below unless determined as not appropriate at the preliminary plan. At such time as the developer of the Gateway 270 Office Park commences construction of its required improvements between I-270 northbound off-ramp and the entrance to Gateway 270 Office Park (Transportation Planning Division memorandum dated September 25, 1989, Paragraph 1.b. and 2.), the applicant shall participate in such improvements provided:

1. Applicant has not completed its Stage 3 traffic improvements for the project.
2. Gateway I-270 preliminary plan has not expired.
3. Applicant's participation shall be limited to its pro rata share of traffic through this link in relation to the traffic to be generated by Gateway I-270 Office Park approvals plus any other approved development projects that place traffic through this link.

3. **Dedication and Construction of A-305 (Mid-County Highway)**

A-305 (Mid-County Highway) must be dedicated to a right-of-way of 80 feet and constructed as a two lane, open section arterial to replace Piedmont Road unless the scope of improvements are reduced at preliminary plan. Along that portion of A-305 near Stringtown Road, the required dedication shall be 40 feet from the current center line of Piedmont Road (along Hennigan, Purdum et al) which will allow for construction of A-305 to Stringtown Road at its current location. If the right-of-way is not available at the time of record plat for that portion of the property along this section, the applicant shall dedicate the full 80 feet along this portion of A-305. Construction will not be necessary until construction of single family detached units within the existing right-of-way for Piedmont Road has started.

4. **Dedication and Construction of A-260 (Stringtown Road)**

If a participation agreement is determined necessary at preliminary plan, but does not occur before the necessary access points to the commercial area or part of the residential area from A-260 are needed, then the following improvements to existing Stringtown Road must be completed to increase safety as required by MCDOT. For safety purposes, the improvements at public streets A and H include 250-300 feet of bypass travel lanes at each access point. The right-of-way for A-260 (Stringtown Road) will be located outside of the Historic District with a transition to the center line of the existing roadway north of the crossing of Little Seneca Creek.

5. Environmental Improvements Before Approval of the Preliminary Plan

Submit for review before the Planning Board hearing on the preliminary plan the following:

- a. Concept plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted.
- b. A staging plan for SWM with the extent of each proposed phase of development and the order in which they will be built. This shall be submitted as part of the first site plan, and should cover the entire site.
- c. A preliminary forest conservation plan addressing priority for planting in the Little Seneca watershed. As site plans for each portion of the site that abut afforestation areas are submitted, detailed afforestation plans for that section will be provided. Within each area of development, planting shall occur as early as practicable given land development activity constraints in accordance with logical staging concepts. Forestation requirements will be satisfied first in Little Seneca basin on-site, then in the Little Bennett basin on-site, then in stream buffer areas in Little Seneca off-site if the land is made available, and if a good faith effort to arrange such land availability fails, then elsewhere on the site.
- d. Applicant shall meet all requirements for preliminary water quality plan submission and approval, per Chapter 19, Article V - "Water Quality Review in Special Protection Areas" (proposed monitoring plan may be submitted as part of the review of the site plan). Location of units, roads, and other layout concerns will be subject to the final water quality regulations.

6. Environmental Improvements

- a. Minimize disturbance in the stream buffer except for road crossings, unavoidable utilities, SWM locations adjoining the town center retail area and greenway road, soft surface pathways, and memorial elements.
- b. As part of the preliminary plan, provide an area within the applicant's stormwater management facilities for stormwater management for the school site.

7. Park/School

The proposed layout of the park/school site is generally acceptable. At the preliminary plan, the final concept plan and related terms and conditions will be finalized in coordination with the Parks Department and Montgomery County Public Schools.

8. Historic Preservation

Incorporate the following items into the project plan before review of the site plan for this area:

- a. Minimize the width of both the right-of-way and paving (50 feet of ROW and 24-26 feet of paving, subject to approval by MCDOT) for Redgrave Place (Main Street) located within the Historic District.
- b. Provide access easements, if applicable, to future public sewer at the intersections of A-260 (Stringtown Road) and Redgrave Place (Main Street) with MD 355 (Old Frederick Road).
- c. Provide a small open space along the northern edge of the greenway next to Redgrave Place (Main Street) with an interpretive memorial element for the family of John Clark that incorporates the existing grave markers.
- d. If the ROW is available, construct Main Street to MD 355 within the Historic District prior to completion of Stage 3. At such time when the land is made available, share direct moving expenses only for relocating an existing house within the Historic District, and if the applicant and property owner agree, make available the identified outlet to be merged with a portion of the adjacent parcel so as to create another lot.

9. Compatibility with Existing Church and Adjacent Residences Within the Historic District

Increase the setback of the proposed public street located next to the church within the Historic District to 30 feet and provide screening for the existing cemetery. Relocate the tot lot away from the existing church, and maintain the area as open space to provide a potential linkage to the church. The size of lots and setbacks of the proposed development must match, approximately, the development standards in the

R-200 Zone for building setbacks and width of lots along the southeastern boundary of the site within the Historic District. Revise the landscape plan to increase visibility to the church. Provide an easement for a pedestrian connection to the church for the proposed, adjacent street.

10. Revise the Layout of Streets

Incorporate the following items into the site plans for each stage of development:

- a. Improvements to the Town Square - Increase the size of the Town Square by utilizing a loop concept as shown on the revised drawing to reduce conflicts with east/west traffic and to improve pedestrian access.
- b. Relocate A-260 (Stringtown Road) in accordance with the revised alignment diagram to reduce the impact on adjacent residences. Reduce the number of access streets to A-260 from the area of the existing single family detached units (5) on the north side of Stringtown Road to meet the design standards for arterial roads.
- c. Eliminate the access to the proposed elementary school from MD 121 and provide access from the Greenway Road.
- d. Revise the access to A-305 (Mid-County Highway) to allow a direct connection from Burnt Hill Road to the Greenway Road, and improve the access to the single family detached units by utilizing private drives adjacent to A-305.

The present street system shown in the project plan requires waivers of existing standards. The applicant and staff have met with MCDOT to discuss the waivers. All waivers must receive final approval from MCDOT before approval of the site plan.

11. Staging of Amenities

All amenities shown within each stage of development must be completed within that stage of development. The concept design for the greenway, the school/park, and other large play fields, must be completed before approval of the first site plan.

Construction of the amenities within the greenway must be finalized before the completion of Stage 3.

12. Landscaping

The following items must be incorporated into the site plans:

- a. Street trees, high quality street lights, sidewalk paving types, and street furniture as part of the design for the streetscape of roads, the Town Square, and the neighborhood squares.

- b. Increased landscaping in the commercial parking area.
- c. Landscaping for the buffer areas adjacent to all arterial roads.
- d. Screening for the existing homes within the Historic District.
- e. Landscaping for all stormwater management areas.

13. Maintenance

Maintenance of the private recreation areas, stormwater management facilities, applicable open spaces, and other amenities on private land must be maintained by an appropriate homeowners association. Before approval of the first building permit, submit a maintenance document that establishes an overall organization that establishes responsibility for maintenance of these facilities.

14. Additional Access to A-260 (Stringtown Road) and A-27 (Clarksburg Road)

Provide for an additional connection from Redgrave Place (Main Street) to the boundary of the historic district to permit a future connection to A-260 (Stringtown Road). Connect the private street that leads to the Town Square to A-27 (Clarksburg Road) with approval from the Planning Board and MCDOT provided this private street remains private.

Part of the review of the project plan, the Planning Board approved three waivers. The first waiver allows the use of closed section streets (curb and gutter) in special protection areas instead of open section streets. Closed section streets were approved because the high density of the development and the mix of commercial and residential uses are not appropriate for the use of open section streets. The project plan includes special stormwater infiltration measures for the streets instead of the use of open section streets. The Clarksburg Master Plan anticipated the use of closed section streets in the town center area.

The second waiver concerns the use of on-street parking. Waivers to utilize some on-street parking to reduce the requirement for off-street parking were approved subject to final review by the Planning Board at the site plan hearings.

The Planning Board also approved a third waiver to reduce setbacks along the streets and boundary lines as permitted in the Zoning Ordinance if designated in a master plan. These reduced setbacks will allow buildings to be oriented to streets to encourage the use of sidewalks and generally improve the pedestrian environment. The Clarksburg Master Plan also anticipated the reduction in setbacks to foster the creation of a pedestrian oriented town.

FINDINGS

1. Conforms with the Requirements and Intent of the RMX-2 Zone

The Planning Board finds that Project Plan #9-94004, as conditioned, meets all of the purposes and requirements of the RMX-2 Zone. A summary follows that compares the development standards shown with the development standards required in the RMX-2 Zone.

DATA SUMMARY: CLARKSBURG TOWN CENTER

Items	Required	Proposed
Lot Area	NA NA	201.34 acres (RMX-2) 68.82 acres (RDT) 270.16 acres total
Minimum Green Area or Outside Amenity Area:		
a. Within Commercial Area	15% (2.19 ac.)	28% (4.06 ac.)
b. Within Residential Area	50% (93.37 ac.)	53% (99.47 ac.)
c. Within RDT Area	NA	(25.72 Acres)
Density of Development Shown in the Master Plan:		
a. Retail	150,000 sq.ft.	150,000 sq.ft.
b. Office	770,000 sq.ft.	100,000 sq.ft.
c. Civic Use (not including elementary school)	NA	24,000 sq.ft.
d. Residential	1380 du (5-7 du/ac)	1300 du (6.6 du/ac)
MPDU's	12.5%	12.5%
Maximum Gross Leasable (Non-Residential) Floor Area	600,000 sq.ft. (0.5 FAR)	250,000 sq.ft. (0.39 FAR)
Setbacks:		
a. From One-Family Zoning		
- Commercial Bldgs.	100 ft.	300 ft. min
- Residential Bldgs.	50 ft.	50 ft. min.
b. From Any Street*		
- Commercial Bldgs.	NA	0 ft. min.
- Residential Bldgs.	NA	10 ft. min.
Building Height:		
a. Commercial	4 stories	4 stories (50 ft.)
b. Residential	4 stories	4 stories (45 ft.)
Parking Spaces:		
a. Off-street	2910	2910
b. On-street	NA	596**

Notes: * No minimum setback is required if in accordance with an approved master plan.

** Off-street parking is necessary to provide street oriented buildings. A waiver from the on-street parking requirements is needed within some of the townhouse and multi-family areas.

The setback of residential buildings next to the Clarksburg Historic District must be modified to have a minimum setback of 50 feet.

Conforms to the Clarksburg Master Plan and Hyattstown Special Study Area

The Planning Board finds that Project Plan #9-94004, as conditioned, is in conformance with the Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area. The land use, circulation, and urban design objectives described in the Master Plan have been met by the Clarksburg Town Center. The mix of dwelling units conforms to the guidelines in the master plan as summarized in the following chart:

Unit Types	Master Plan Guidelines	Proposed Density Range
a. Single family detached units	10-20%	130-260 Units
b. Single family attached and townhouses	30-50%	390-650 Units
c. Multi-family units	25-45%	325-585 Units

3. Compatibility with the Neighborhood

The Planning Board finds that the project plan, as conditioned, will be compatible with the existing and potential development in the general neighborhood because of its location, size, intensity, staging, and operational characteristics.

4. Will Not Overburden Existing or Proposed Public Services

The Planning Board finds that the proposed development, subject to its compliance of any requirements imposed by the preliminary plan will not overburden existing public services nor those programmed for availability, concurrently with each stage of development. Since approval of the project plan does not determine authorization or prevent other developments from proceeding, the Planning Board approves the project plan with the understanding that final authorization is dependent on the finding that Clarksburg Town Center will not preclude development of the Germantown Town Center.

5. Is More Efficient and Desirable than the Standard Method of Development

The Planning Board finds that the proposed project, as conditioned, will be more efficient and desirable than the standard method of development. This optional method project consists of a mix of uses which are recommended in the Master Plan. These uses are not permitted under the standard method of development.

The amenities and facilities provided as part of the optional method of development fosters the creation of a transit and pedestrian oriented town surrounded by open space. The green way network of amenities provides a major open feature. The town

square, and the neighborhood squares provide amenities within the entire development. The streetscape system provides a comprehensive system in addition to the minimum design standards. The recreational facilities provide small open play areas for the local neighborhood and large fields for the entire planning area that exceed the minimum standards. The orientation of buildings to streets and the layout of blocks provide a pedestrian orientation for the town center.

6. Includes Moderately-Priced Dwelling Units

The application includes moderately-priced dwelling units.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring Maryland 20910-3760

September 22, 1995
Revised September 26, 1995

MEMORANDUM

TO: Joe Davis, Coordinator
Development Review Division

VIA: Bud Liem, Transportation Coordinator
Transportation Planning Division

FROM: Ki H. Kim, Transportation Planner *KHK*
Transportation Planning Division

SUBJECT: Preliminary Plan No. 1-95042
Clarksburg Town Center Project

This memorandum contains 1) our recommendations on the phasing requirements and 2) discussions on the proportional share of roadway construction for the Clarksburg Master Plan.

After our original memo was sent out, staff met with the developers and agreed to make the changes which are shaded.

I. Phasing

We recommend that the following phasing requirements be conditioned upon issuance of building permits for the subject preliminary plan:

- A. The first 44 dwelling units without any off-site road improvements.
- B. After the 44th building permit, the developer must start reconstruction of the southbound right turn lane along MD 355 at MD 121 to provide a "free flowing" movement.
- C. After the 300th 400th building permit, the developer has two options:

- 1) Construction of A-260 from MD 355 to the southern access road of the commercial site (commercial access road between A-260 and P-5) and construction of P-5 across the stream valley into the residential area north of stream valley.
- 2) Construction of A-260 from MD 355 to the northern access road of the residential development.

Construction of a northbound right-turn lane along MD 355 at A-260 should be included in this phase.

- D. After the ~~600th~~ 800th building permit, the developer must start construction of remaining section of A-260 to A-305, and intersection improvements at MD 355 and MD 121 to construct eastbound & westbound left-turn lanes along MD 121.
- E. Construction of A-305 from A-260 to MD 121 must begin when the developer starts building any of the residential units ~~located between A-305 and the first parallel residential street south of A-305. on blocks 11, 12, 13, and the northern half of block 10.~~

The construction of A-260 should be for two lanes which will be used ultimately as the southbound lanes in accordance with the August 8, 1995 Alignment No. 2. The hiker/biker trail (eight feet) should be constructed along west side as A-260 is constructed, in accordance with the phasing recommendations as described above.



II. Proportional Share of Roadway Construction

Based on our July 28, 1995 memo, we would anticipate that, if the developer builds two lanes of A-260 from MD 355 to A-305 within the master planned alignment, this should represent his part of the total roadway construction cost for Clarksburg. Final determination of actual share would be determined by the County Council when the impact tax legislation is considered for Clarksburg.

KHK:kcw/pp95042b.mmo
Attachments

Phase "A"

Legend

-  Important Views
-  Significant Buildings

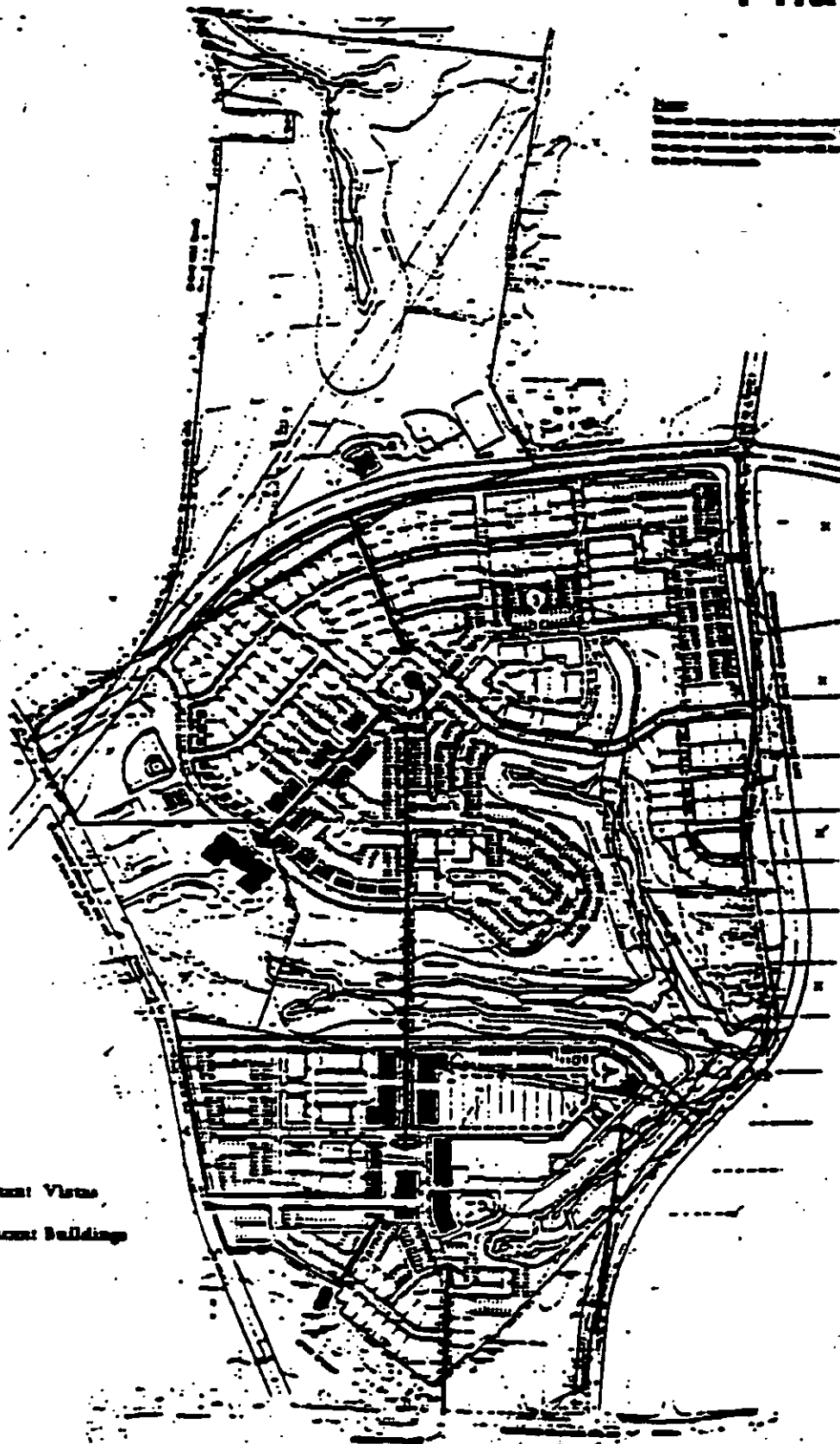


Exhibit 17
Illustrative Building Plan



CLARKSBURG TOWN CENTER
MONTGOMERY COUNTY, MARYLAND



Phase "C"

Note:
The site plan is shown as a plan of development for
the site and is not a map. The site plan is
not a map of the site and is not a map of the
site.

Legend

-  Important Vistas
-  Significant Buildings

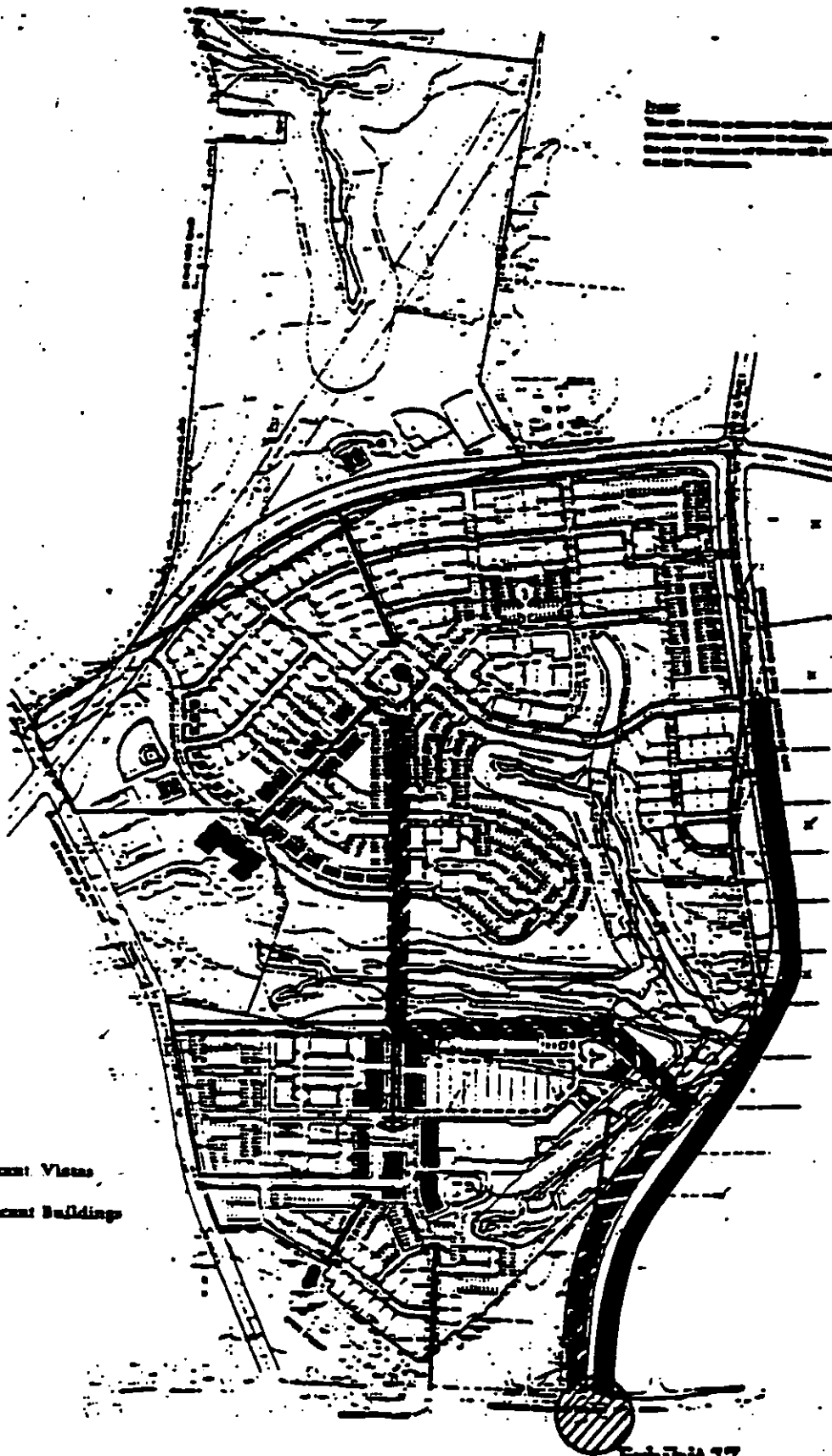
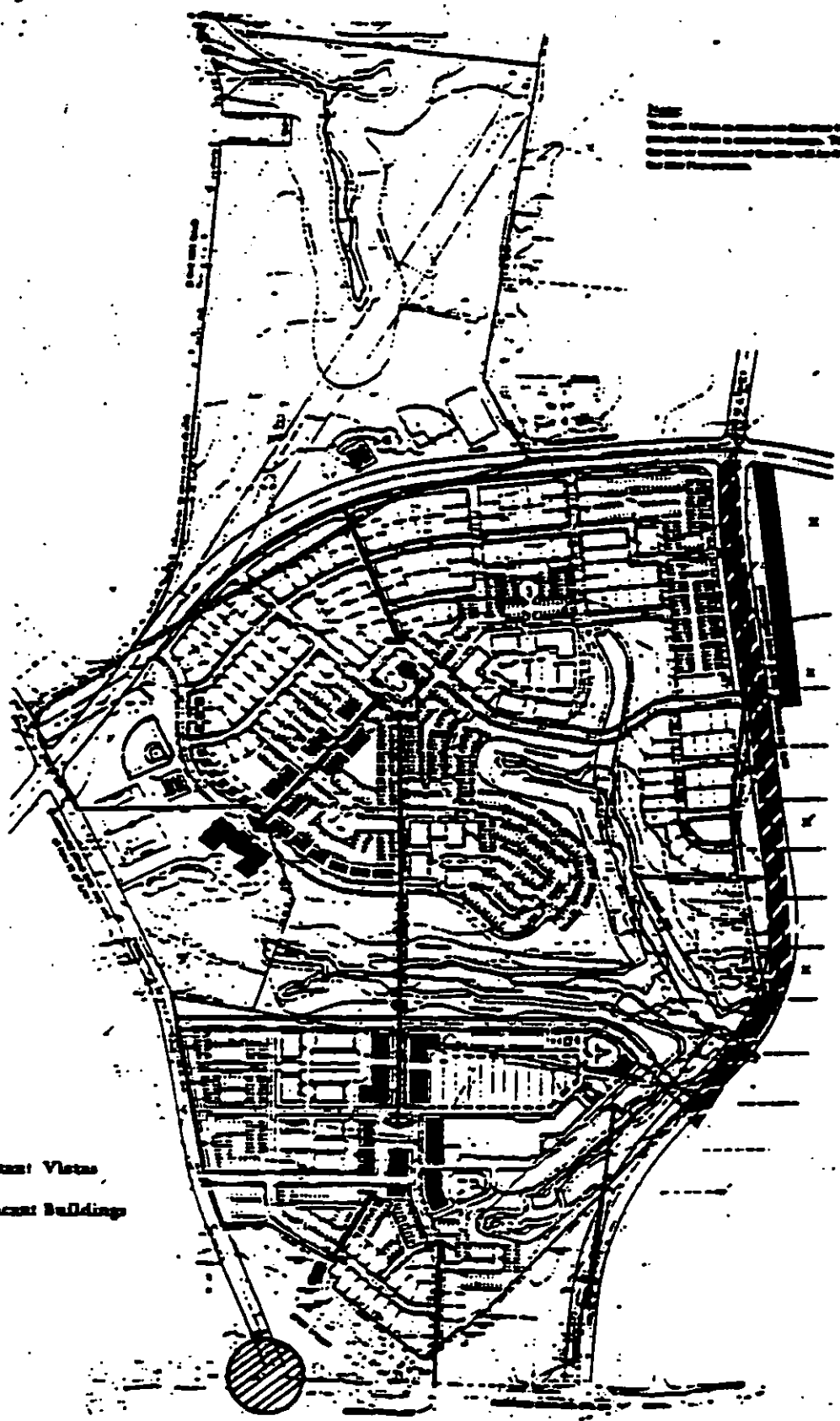


Exhibit 17

Illustrative Building Plan

CLARKSBURG TOWN CENTER
MONTGOMERY COUNTY, MARYLAND

Note:
This plan shows a suggested building plan for the town center of Clarkstown. The plan shows the location of buildings and the layout of the streets. The plan is a preliminary plan and is subject to change.



- Legend
- Important Views
 - Significant Buildings

Exhibit 17
Illustrative Building Plan

CLARKSBURG TOWN CENTER
MONTGOMERY COUNTY, MARYLAND

